The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E.C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C. Robert Watson, 150 *Fleet Street*.

PARIS AND EUROPE:—Amedee Prince, 36, *Rue Lafayette, Paris.*

NEW YORK:—J. Stewart Happer, The Chinese Evangelist Office, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney.*

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore.* C. Heinszen & Co., *Manila.*

CHINA:—*Macao*, A. A. da Cruz. *Amoy*, N. Moalle & Co., Limited. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital .... $10,000,000.
Reserve Fund .... $ 6,300,000.
Reserve Liability of Proprietors .... $10,000,000.

Court of Directors:—
T. E. Davies, Esq.—Chairman.
H. Hoppius, Esq.—Deputy Chairman.

James J. Bell Irving, Esq.	Alex. McConachie, Esq.
C. J. Holliday, Esq.	J. S. Moses, Esq.
Carl Jantzen, Esq.	D. R. Sassoon, Esq.
Julius Kramer, Esq.	

Chief Manager:
Hongkong—F. de Bovis, Esq.
Manager:
Shanghai—J. P. Wade Gardner, Esq.
London Bankers—London and County Banking Co. Ld.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to $200,000.

On Fixed Deposits.—
For 6 months 3½ per cent. per annum.
" 12 " 4½ " " up to $200,000.
" 12 " 4 " " on sums in excess of $200,000.

Hongkong—Interest Charged.
5 % on LOANS against Shares with full margin.
6 % on Advances against Goods in neutral godowns.
7 % on Current Account Overdrafts.
7 % on Advances against Goods in private godowns.

F. DE BOVIS,
Chief Manager.

Hongkong, May 13, 1892. 1571

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital .... £1,000,000.
Subscribed Capital .... £ 500,000.

Head Office—Hongkong.

Court of Directors.

D. Gillies, Esq.	Chow Tung Shang, Esq.
Chan Kit Shan, Esq.	W. Wotton, Esq.
C. J. Hirst, Esq.	

Kwan Hoi Chuen, Esq.

Chief Manager.
Geo. W. F. Playfair.

Advisory Committee in London.
Thomas Carmichael, Esq., Messrs Dent, Palmer & Co.
John Buttery, Esq., Messrs John Buttery & Co.
C. D. Stuart Wortley, Esq., M.P. for Hallam.
Geo. Munro, ... *Manager.*

Bankers.
The Alliance Bank, Limited.
The Commercial Bank of Scotland.

Yokohama—D. Fraser, *Manager.*

Shanghai C. J. Galloway, *Manager.*

Amoy J. Anderson, *Manager.*

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

For rates of Interest for other periods apply to the Manager.

Hongkong, May 18, 1892. 22

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK**, to be placed on **FIXED DEPOSIT** at **4½ PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1515

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. Taylor.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. Lane, Crawford & Co.'s, and Messrs. Kelly & Walsh, Limited, Hongkong; also, Mr. N. Moalle, Amoy.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Authorised Capital .... £2,000,000.
Paid-up Capital .... £580,000.

London:
Head Office......40, Threadneedle Street.
West End Office...25, Cockspur Street.

Branches in India, China, Japan and the Colonies.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER,
Manager.

Hongkong, August 19, 1891. 1362

Intimations.

SOCIETÉ FRANÇAISE DES HOUILLÈRES DE TOURANE.

THE Ordinary Annual General MEETING of the SHAREHOLDERS will take place at Haiphong, Rue de la Douane (former Head Office of the Societé), at 5 p.m., on TUESDAY, 31st May, 1892, for the purpose of—

1.—Receiving the Reports of the Directors.
2.—Receiving the Report of the Auditor.
3.—Passing the Accounts.
4.—Electing Directors and the Auditor.
5.—Renewing the permission given to some Directors to do business with the Societé.
6.—Confirming the sale of some property of the Societé to the Banque de l'Indo Chine.

Shareholders wishing to be represented are requested to deposit their Shares with Messrs. Ulysse Pila & Co. d'Haiphong, or the Undersigned.

By Order,
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, May 9, 1892. 843

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the Third Ordinary Yearly MEETING of SHAREHOLDERS in the above Company, will be held at the Company's Office, No. 6, Ice House Lane, on SATURDAY, the 11th June, at Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1892, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 28th May to 11th June, both days inclusive.

By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, May 26, 1892. 948

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 42.

JUNK SUNK OFF LANKEET ISLAND.

NOTICE is hereby given that a LARGE JUNK lies SUNK in 3½ fathoms to the South-East of Lankeet Island with Mainmast standing about 20 feet above high water mark.

Lankeet Island	bears	N. 50° 37′ 30″ W.
Chuen Pee Head	,,	N. 22° 30′ 0″ W.
Sui Chan Pagoda	,,	S. 28° 7′ 30″ E.

The wreck is marked by a Red Flag during the day. If possible, a Light will be exhibited at night—due notice being given as soon as the necessary arrangements for lighting have been made.

The above bearings are Magnetic.

J. H. MAY,
Harbour Master.

Approved:
L. ROCHER,
Commissioner.

Custom House,
Canton, 24th May, 1892. 947

A. S. WATSON & Co., LIMITED.

Issue of 10,000 New Shares of $10 each.

PURSUANT to Resolution, the General Manager of A. S. WATSON & Co., LIMITED, hereby invites applications from the Shareholders of the Company for the ISSUE of 10,000 NEW SHARES of $10 each at a *Premium of 50 Per Cent.*, or $15 a Share.

Each Registered Shareholder on the 31st day of May next applying for the New Issue will be entitled to one Share for every Five Shares registered in his name. Shares remaining unallotted in respect of incomplete numbers of Five Shares and Shares not applied for by those entitled to apply will be allotted among the General Manager and the Company's staff.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong, from the 1st to the 4th day of June next, both days inclusive, and the whole amount applied for will be payable on application.

The Transfer BOOKS of the Company will be CLOSED from the 1st to the 4th day of June next, both days inclusive.

The present paid-up Capital of the Company is $500,000 divided into 50,000 Shares of $10 each, and the New Issue is required to increase the Capital of the Company to $600,000 divided into 60,000 Shares of $10 each.

The whole of the Premium received from the New Issue will be placed to the credit of the Permanent Reserve Fund.

The last Dividend paid by the Company was on the 5th November, 1891, being an Interim Dividend at the rate of 14 per cent. per annum on account of that year, and the Final Dividend for 1891 will be payable in May next. The New Issue will rank for the Interim Dividend to be declared in November next on account of 1892.

Forms of Application for the New Issue can be obtained at the Company's Offices over the Hongkong Dispensary or at the Hongkong and Shanghai Bank.

By Order,
A. H. MANCELL,
Secretary.

Hongkong, April 7, 1892. 654

Business Notices.

LANE, CRAWFORD & Co.

NEW STOCK OF

CALCUTTA PITH SUN HATS.

STRAW HATS,

NEW BANDS AND PUGGAREES.

NEW FELT HATS.

LANE, CRAWFORD & Co.

Hongkong, May 10, 1892. 900

THE MOUNT AUSTIN HOTEL,

Telegraphic address "EXCELSIOR," Hongkong. A. B. C. Code.

1,400 FEET ABOVE SEA LEVEL.
TELEPHONE No. 35.

TARIFF until further Notice and subject to Accommodation being available.

Board and Lodging by the day (1 person)....$ 5.00.
do. do. (for married couples) occupying one room .... 7.50.
Board and Lodging by the week (1 person)... 30.00.
do. do. (for married couples) occupying one room .... 45.00.
Board and Lodging by the month (1 person) 90.00.
do. do. (for married couples) occupying one room .... 135.00.

Sitting room by the day...$ 3.00.
do. month... 50.00.
Extra Bedroom by the day 2.50.
do. month... 45.00.
Bed and Breakfast .... 2.50.
Children by special arrangement.

For further Particulars apply to the Undersigned at the Company's Office, 38 and 40, Queen's Road Central, over the Hongkong Dispensary, or to the Manager, Mount Austin Hotel.

JOHN A. JUPP, *Secretary.*

Hongkong, May 1, 1892. 796

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION of WHITE and STRIPE FLANNELS and SERGES.

TROPICAL TWEEDS, HOMESPUNS and COATINGS.
TERAI HATS (all Colors) and SUN HATS.
BOOTS and SHOES.
WATERPROOF COATS and UMBRELLAS.
&c., &c., &c.

865

W. POWELL & Co.

NEW GOODS ex *GLENORCHY.*

FASHIONABLE Ladies' HATS and BONNETS.
Children's WHITE SUN HATS.
SPECIALITIES in FRENCH DELVINES and MUSLINS.
Ladies' and Children's FRENCH SHOES.
TENNIS and CANVAS SHOES.

W. POWELL & Co.

Hongkong, May 21, 1892. 914

Intimations.

KELLY & WALSH, LIMITED.

Just Published, Price 50 Cents,

TYPHOON WARNINGS,

by Dr. DOBERCK,

Director of the Hongkong Government Observatory; being a Card of Signals to be hoisted on the approach of a Typhoon.

Second Edition, Price $1, Royal 8vo.,
THE
LAW OF STORMS
in the Eastern Seasons,
by
Dr. DOBERCK,
With Diagrams showing the paths of Typhoons in 1886 and 1887.

Third Edition, Price 50 Cents, Demy 8vo.,
INSTRUCTIONS
for making
METEOROLOGICAL OBSERVATIONS,
Prepared for Use in China,
by
Dr. DOBERCK,
Government Astronomer.

Price 30 Cents, Crown 8vo.,
THE TYPHOONS
of the Eastern Seas,
by
Major-General H. S. PALMER, R.E.,
Superintendent Engineer of Harbour Works, Yokohama.

KELLY & WALSH, LIMITED,
Publishers. 952

PEAK HOTEL.

THIS Commodious and Well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has been Leased by the Proprietors of the "Victoria Hotel," is NOW OPEN and will be run in conjunction with their Hotel in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated and Refurnished.

A New and Handsome BAR has been Opened on the Basement, while a New BAR and BILLIARD ROOM has been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "Victoria Hotel."

DORABJEE & HING KEE,
Lessees.

Hongkong, May 7, 1892. 733

TRADE MARK

CALDBECK MACGREGOR & Co.,
Wine and Spirit Merchants,
13, Queen's Road.

Hongkong, August 18, 1891. 1612

Intimations.

NOTICE.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL Persons holding SCRIP in the above Company are requested to send them in AT ONCE for Transfer.

A Circular will be sent to each Shareholder in reference to the re-construction of the Company.

A. O'D. GOURDIN,
Secretary.

Hongkong, May 25, 1892. 940

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.
Voigtlander's Celebrated
BINOCULARS and TELESCOPES.
Ritchie's Liquid and other Compasses.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
— and —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANCIES for Gentlemen Resident Boarders, at Kowloon, Victoria View.

Hongkong, July 13, 1891. 1388

NOW READY.

Vol. XX.—No. 1.

'CHINA REVIEW'

CONTAINS

The Turko-Scythian Tribes.
Is the Chincheo of Mendoza Chinchew or Changchow.
The Shadow of a Pilgrim; or, Notes to the Ta-T'ang Hsi-Yü-Chi of Yuan-Chwang.
A Deep-Laid Plot and a Love Scene—From the San Kuo.
Chinese School-Books.
Summarised Account of the Dutch Indian Possessions.
Notes and Queries,—
Miscellaneous Notes.
The Identity of European and Asiatic Words.
Denudation in Latin Words.
A Rare Canton Coinage.
Notices of New Books.
Collectanea Bibliographica.
Books Wanted, Exchanges, &c.
To Contributors.

Intimations.

NOTICE.

OUR OFFICE has This Day been REMOVED to the FIRST FLOOR of No. 64, Queen's Road Central, above the premises occupied by Messrs G. Falconer & Co.

DENNYS & MOSSOP,
Solicitors and Notaries.

Hongkong, May 28, 1892. 957

WING HONG,
TAILOR, DRAPER & OUTFITTER,
Just Received
A LARGE STOCK OF
FANCY FLANNELS, SERGES, Scotch TWEEDS, Chinese SILKS.
All Kinds of
WINTER WOOLEN CLOTHS *on hand.*

Selling at Lowest Prices,
also,
Best Tailor Work and Perfect Fit GUARANTEED.

Please call in and try.

68, Queen's Road Central. 2050

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be the best and the most economical of all the Japanese Coals.

Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this Coal.

Attention is called to the following Advantages to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:—

Freshness of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
Best of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, April 4, 1892. 631

Notices of Firms.

NOTICE.

MR. FRANK SMYTH has This Day Taken over Charge of our Business in Hongkong, and will Sign our Firm's Name per Procuration.

W. HEWETT & Co.

Hongkong, May 18, 1892. 893

NOTICE.

WE have authorised Mr. EDWARD FLEET ALFORD to Sign our Firm, and Mr. CHARLES WEDDERBURN DICKSON to Sign 'per Procuration,' from this date.

JARDINE, MATHESON & Co.,

Hongkong, May 23, 1892. 930

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE S.S. *Melpomene* having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of The Wanchai Warehouse & Storage Co., Ld., Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

This Vessel brings on Cargo:—

From Venice, ex s.s. *Carlotta*, transhipped at Bombay. From Calcutta, ex s.s. *Niobe*, transhipped at Colombo. From Trieste, ex s.s. *Imperatrix* transhipped at Bombay.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon on Monday, the 30th Instant.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon, on the 5th Prox., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th Proximo will be subject to rent.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, May 28, 1892. 956

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Ningchow*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 30th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, May 21, 1892. 938

For Sale.

FOR SALE.

A SMALL Invoice of the Well-known G. H. MUMM & Co.'s

CHAMPAGNE,

In Cases of 1 doz. quarts at $26 per case.
do. 2 ,, pints ,, $27 do.

SHEWAN & Co.,
Agents.

Hongkong, May 16, 1892. 876

To Let.

TO LET.

NOS. 8 & 10, Wyndham Street (Newly Built HOUSES at lower end of Glenealy).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.

Hongkong, May 23, 1892. 927

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, May 4, 1892. 816

TO LET.

"TUSCULUM," at Magazine Gap.
FIRST FLOOR, No. 1, Blue Buildings.
GODOWN (under Messrs. Douglas Lapraik & Co.'s Offices).
GODOWN, No. 1a, Blue Buildings.
"STILLINGFLETE,"—The Albany.
Semi-detached HOUSES, at Magazine Gap.
No. 2 and 2a, Staunton Street (corner of Old Bailey).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, May 4, 1892. 817

TO LET.

NO. 4, Hollywood Road.
TUSCULUM, Magazine Gap.
Nos. 2, 4 and 10, Seymour Terrace.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 16, 1892. 325

Mails.

CANADIAN PACIFIC RAILWAY CO.'s ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

Proposed Sailings from Hongkong, 1892.

(subject to alteration.)

Empress of China	Saturday	June 18.
Empress of India	Saturday	July 9.
Empress of Japan	Saturday	July 30.

THE R. M. S. *EMPRESS OF CHINA*, R. Archibald, Commander, sailing at Noon, on SATURDAY, the 18th June, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, *via* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
From Hongkong, First Class.

TO	One way Fares.	Prepaid Return 4 Mos	Prepaid Return 12 Mos
Vancouver, Victoria, Esquimault, New Westminster, B.C. ......; Port Townsend, Seattle, Tacoma, Wash ......; Portland, Ore., San Francisco, ...	225	338	394
Banff, Calgary Alta	255	383	487
Winnipeg, Man	275	413	482
Minneapolis, St. Paul, Duluth Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo ......; Milwaukee, Wis	295	443	517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O; Hamilton, London, Toronto, Ont. ......; Buffalo, Niagara Falls N.Y.	305	458	534
Kingston, Ottawa, Ont., Montreal, Quebec, Que; New York, Albany, Troy, Rochester, N.Y. ......; Baltimore, Md., Philadephia, Pittsburg, Pa......; Washington, D.C., Boston, Mass Portland Me......; Halifax, N.S., St. John, N.B.	31	465	543
Liverpool, and London via Liverpool	345	575	650
Paris via Liverpool and London	345	not issued	
Havre, via Liverpool	335	not issued	
Bremen, ,, ...	345	not issued	
Hamburg ,, ...	335	not issued	

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. Brown, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to the Company's office with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to

E. HOLLOWAY,
General Agent.
Office: *Pedder's Street.*

Hongkong, May 28, 1892. 958

Shipping.

Steamers.

STEAM TO STRAITS & BOMBAY.
(*Calling at COLOMBO if sufficient inducement offers.*)

The P. & O. S. N. Co.'s Steamship *Frindisi*, Captain E. Street, will leave for the above places TO-MORROW, the 31st Instant, at Noon.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 30, 1892. 939

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Wingsang*, Capt. d'A. de Ste. Croix, will be despatched as above TO-MORROW, the 31st Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 30, 1892. 937

SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship *Breconshire*, Captain Jackson, will be despatched as above on or about WEDNESDAY, the 31st Instant, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 21, 1892. 767

FOR ILOILO.

The Steamship *Michael Jebsen*, Capt. Matthiessen, will be despatched for the above Port on WEDNESDAY, the 1st of June.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.

Hongkong, May 26, 1892. 919

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

The Co.'s Steamship *Melpomene*, Captain A. Mirtis, will leave for the above place on THURSDAY, 2nd June, at 11 a.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, May 28, 1892. 951

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Chingtu*, A. Hunt, Commander, will be despatched as above on 4th Proximo.

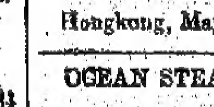
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 23, 1892. 934

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

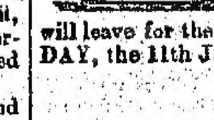


The Co.'s Steamship *Agamemnon*, Capt. Williams, will be despatched as above on SUNDAY, the 5th Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 23, 1892. 931

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(*Passing through the* INLAND SEA.)

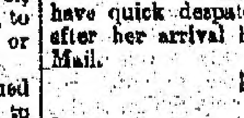


The P. & O. S. N. Co.'s Steamship *Ancona*, Captain W. D. Mudie, will leave for the above places on SATURDAY, the 11th June, at Daylight.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1892. 953

STEAM TO SHANGHAI.



The P. & O. S. N. Co.'s Steamship *Cathay*, Captain A. Symons, will have quick despatch for the above port after her arrival here with the outward Mail.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1892. 954

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 *L.I.I.* American Ship *Wm. J. Rotch*, Gray, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, April 29, 1892. 782

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 1st June, 1892, at Noon, the Company's S.S. *YANGTSE*, Commandant SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 31st May, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, May 19, 1892. 904

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

China..................THURSDAY, June 2.
City of Peking..........SATURDAY, June 25.
City of Rio de Janeiro...TUESDAY, July 19.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *via* YOKOHAMA, on THURSDAY, the 2nd June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.	$225.00
To Liverpool and London	$325.00
To Paris and Bremen	$340.00
To Havre and Hamburg	$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.00
Detroit, Mich.	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 „ $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 % from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *via* Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, *Agent.*

Hongkong, May 10, 1892. 847

'CHINA REVIEW'

BACK NUMBERS OF *VOLS. IV. TO XVI.*

FOR SALE AT HALF-PRICE.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Batavia	Saturday	June 11.
A STEAMER	Saturday	July 2.
A STEAMER	Saturday	July 23.
Parthia	Saturday	August 13.
A STEAMER	Saturday	September 3.

AND THEREAFTER THE PERMANENT SERVICE OF THE COMPANY'S REGULAR STEAMERS.

THE S. S. *BATAVIA*, Captain HILL, sailing at Noon, on SATURDAY, the 11th June, will proceed to VICTORIA, B.C., and TACOMA, *via* NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad Tacoma Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., *Agents.*

Hongkong, May 21, 1892. 920

To-day's Advertisements.

THE JELEBU MINING & TRADING COMPANY, LIMITED.

A DIVIDEND of 15 % for the Half Year closing 31st January, 1892, having been declared, COUPONS No. 4 is PAYABLE at the NEW ORIENTAL BANK CORPORATION, LD., in Hongkong and Singapore on and after To-day as follows:—

Set A for 50 Shares with $37.50
„ B „ 20 „ „ 15.00
„ C „ 5 „ „ 3.75

STÜTTENBACH BROTHERS & Co., *General Agents.*

Singapore, 23rd May, 1892. 966

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arratoon Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 1st Proximo will be landed at Consignees' risk and expense into the Godowns of the WANCHAI WAREHOUSE AND STORAGE Co., LTD., Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co., *Agents.*

Hongkong, May 30, 1892. 961

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Yiksang*, Capt. T. R. GALSWORTHY, will be despatched as above TO-MORROW, the 31st Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, May 30, 1892 962

FOR SHANGHAI.

The Steamship *Ningpo*, Captain R. KÖHLER, will be despatched for the above Port TO-MORROW, the 31st Inst., at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, May 30, 1892. 961

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Zafiro*, Captain COBBAN, will be despatched for the above Port on WEDNESDAY, the 1st June, at 5 p.m.

For Freight or Passage, apply to

SHEWAN & Co., *General Managers.*

Hongkong, May 30, 1892. 964

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Hailoong*, Captain HALL, will be despatched for the above Ports on THURSDAY, the 2nd June, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., *General Managers.*

Hongkong, May 30, 1892. 967

STEAM TO STRAITS AND BOMBAY.

(Calling at COLOMBO, if sufficient inducement offers!)

The P. & O. S. N. Co.'s Steamship *Venetia*, Capt. T. F. CREERY, will leave for the above places on TUESDAY, the 7th June, at Noon.

H. H. JOSEPH, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, May 30, 1892. 968

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE,

(Calling at NAGASAKI & YOKOHAMA, if sufficient inducement offers.)

The Co.'s Steamship *Pakling*, G. W. LONG, Commander, will be despatched as above on or about the 21st June.

For Freight, apply to

ARNHOLD, KARBERG & Co., *Agents.*

Hongkong, May 30, 1892. 963

Vessels Advertised as Loading.

Destination	Vessels	Agents	Date of Leaving
Iloilo	Michael Jebsen (s)	Geo. R. Stevens & Co.	June 1.
Kobé	Pakling (s)	Arnhold, Karberg & Co.	About June 21.
L'don, H'bg, A'wp, &c.	Breconshire (s)	Dodwell, Carlill & Co.	About May 31.
London, v. Suez Cana	Agamemnon (s)	Butterfield & Swire	June 6.
London & Ports of Call	Thames (s)	P. & O. S. N. Co.	June 9, at noon.
Manila, via Amoy	Yiksang (s)	Jardine, Matheson & Co	May 31, at 3 p.m.
Manila, via Amoy	Zafiro (s)	Shewan & Co	June 1, at 5 p.m.
Marseilles, v. Saigon	Yangtsé (s)	Messageries Maritimes	June 1, at noon.
Port Darwin, &c.	Chingtu (s)	Butterfield & Swire	June 4.
S. Francisco, v. Japan	China (s)	Pacific Mail S. S. Co	June 2, at 1 p.m.
S Francisco, v. Japan	Belgic (s)	O. & O. S. S. Co	June 14, at 1 p.m.
San Francisco	Wm. J. Rotch	Shewan & Co	Quick despatch.
Shanghai	Ningpo (s)	Siemssen & Co	May 31, at 4 p.m.
Shanghai	Melpomene (s)	D. Sassoon, Sons & Co.	June 2, at 11 a.m.
Shanghai	Cathay (s)	P. & O. S. N. Co	Quick despatch.
S'pore, Penang & C'tta	Wingsang (s)	Jardine, Matheson & Co	May 31, at noon.
Straits and Bombay	Brindisi (s)	P. & O. S. N. Co	May 31, at noon.
Straits and Bombay	Venetia (s)	P. & O. S. N. Co	June 7, at noon.
Swatow, Amoy & T'sui	Hailoong (s)	Douglas Lapraik & Co.	June 2, at noon.
Vancouver (B.C.) &	Empress of China (s)	Canadian P'fic R. Co.	June 18, at noon.
Victoria (B.C.), &c.	Batavia (s)	Nor. P'fic S. & R. Cos.	June 11, at noon.
Y'hama v. N'ki & Kobé	Ancona (s)	P. & O. S. N. Co	June 11, daylight.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 31st May, 1892, at 2.30 p.m., at his Sales Rooms, Queen's Road,—

AN ASSORTMENT OF

JAPANESE WARE,

comprising:—

SATSUMA, KANGA, KIOTO, SHIPPO and TOKIO VASES, JARS, BOWLS, PLATES, INCENSE BURNERS, TEA and COFFEE SETS.

BRONZES and ENAMELLED WARE.

IVORY INLAID PANELS and SCREENS.

EMBROIDERIES, KAKIMONOS and EMBROIDERED SCREENS.

&c., &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, *Auctioneer.*

Hongkong, May 30, 1892. 965

DAKIN BROS. OF CHINA, LIMITED.

CHEMISTS, &c.

Dakin's Seltzer Water.

THIS is a true SELTZER WATER containing the same Salts as the water of the SELTZER SPRING. For all Persons liable to Liver congestion it is more suitable than SODA WATER as a regular beverage. It is very refreshing and palatable either alone or with SPIRITS or WINE.

50 Cents per dozen.

22 & 24, QUEEN'S ROAD CENTRAL. 959

SHIPPING.

ARRIVALS.

May 29:—

China, German steamer, 1,113, P. Voss, Singapore May 23, General.—MELCHERS & Co.

Ask Danish steamer, 682, Revsbeck, Haiphong May 26, General.—A. R. MARTY.

Chingtu, British str., 2,000, A. Hunt, Nagasaki May 25, General.—BUTTERFIELD & SWIRE.

Alwine, German str., 400, C. Petersen, Pakhoi May 26, and Hoihow 28, General.—WIELER & Co.

Avochie, British steamer, 1,055, T. Rowin, Hongay May 26, Coal.—JARDINE, MATHESON & Co.

Fushun, Chinese steamer, 1,504, Lancaster, Shanghai May 21, General.—C. M. S. N. Co.

Mogul, British steamer, 1,827, J. E. Johnson, Moji May 24 Coal.—DODWELL, CARLILL & Co.

May 30:—

Ningpo, German str., from Whampoa.

Chiyuen, Chinese str., from Whampoa.

Paoting, British steamer, 1,088, Thos. Gyles, Chinkiang May 25, Rice.—BUTTERFIELD & SWIRE.

Brindisi, British str., 2,129, E. Street, Amoy May 28, General.—P. & O. S. N. Co.

Menmuir, British str., 1,287, Hugh Craig, Sydney May 7, and Port Darwin 19, General.—GIBB, LIVINGSTON & Co.

Arratoon Apcar, British str., 1,392, J. Hansen, Calcutta and Singapore May 24, Opium and General.—DAVID SASSOON, SONS & Co.

Zafiro, British steamer, 675, A. W. R. Cobban, Manila May 27, General.—SHEWAN & Co.

Cosmopolit, German str., 551, W. T. Schaefer, Touron May 27, General.—WIELER & Co.

Frejr, Danish steamer, 397, C. L. Strand, Pakhoi May 28, and Hoihow 29, General.—ARNHOLD, KARBERG & Co.

Rio, German str., 1,109, T. P. Ulderup, Saigon May 26, Rice.—WIELER & Co.

Choysang, British steamer, 1,194, R. C. D. Bradley, Shanghai via Swatow May 25, General.—JARDINE, MATHESON & Co.

Benalder, British str., 1,259, C. K. McIntosh, R.N.R., Saigon May 26, Rice.—GIBB, LIVINGSTON & Co.

Haiphong, French steamer, 874, Galletti, Haiphong and Hoihow May 29, 325 tons General.—MESSAGERIES MARITIMES.

Benledi, British steamer, 1,481, John H. Clark, Moji May 26, Coal and General.—GIBB, LIVINGSTON & Co.

Batavia, British steamer, 1,661, J. R. Hill, Portland, Oregon April 26, General.—DODWELL, CARLILL & Co.

DEPARTURES.

May 29:—

Activ, for Haiphong.

Taichiow, for Yokohama.

Sussex, for Kutchinotzu.

Bayern, for Europe.

Wolf, German gunboat, for a cruise.

Fu Ping, for Whampoa.

May 30:—

Haitan, for Coast Ports.

San Antonio, for Manila.

Paoting, for Whampoa.

CLEARED.

Alwine, for Hoihow.

PASSENGERS.

ARRIVED.

Per *Menmuir*, from Sydney: for Hongkong, Lieut.-Colonel Bindley, Messrs H. Swithenbank, A. Norkett, F. England, K. A. Stevens, Masters J. Stevens, T. Stevens, S. Stevens, Mr C. F. Levisse, A. F. Privat, Rev. E. B. Savage, Major das Dores, Mr and Mrs Silva, and Miss Silva, Messrs J. Booth, T. Pearce, Torayo, Mrs Ah Choy and 3 children, Mrs Chun Kit and 2 children, 3 Japanese women, 13 Portuguese soldiers, 45 Chinese; for Kobe, Mr and Mrs Bowden and 2 children.

Per *Chingtu*, from Nagasaki, Major and Mrs George, Mrs Duning and 2 children, Messrs Withycombe, and Johnson.

Per *Avochie*, from Hongay, 10 Chinese.

Per *Fushun*, from Shanghai: for Hongkong, 47 Chinese; for Canton, 53 Chinese.

Per *Brindisi*, from Amoy, Mr Morris, 488 Chinese.

Per *Arratoon Apcar*, from Calcutta, &c., Mr Rollinson, Mrs Hansen, and 442 Chinese.

Per *Zafiro*, from Manila, Mrs Cobban, Messrs Tucker, and Beck, and 15 Chinese.

Per *Cosmopolit*, from Touron, 9 Chinese.

Per *Frejr*, from Pakhoi, 33 Chinese.

Per *Rio*, from Saigon, 69 Chinese.

Per *Choysang*, from Shanghai, Captain C. Palmer and family, Mr Mackie, and 88 Chinese.

Per *Benalder*, from Saigon, 20 Chinese.

Per *Haiphong*, from Haiphong: for Hongkong, Mr Falque, Dr. Pichar, Lieut. do Vial, Messrs Luceaus Bouquet, Léopoli Birot, Champin, Chanel, 1 Annamite, and 17 Chinese; for Marseilles, Mrs and M as Coutel and infant.

Per *Batavia*, from Portland, Oregon, Mr L. Hoyt, and 12 Chinese.

DEPARTED.

Per *Bayern*, from Hongkong: for Singapore, Mr Law Chan Ting, Mr Tung Chong Tee; for Colombo, 2 Chinese; for Melbourne, 6 Chinese; for Genoa, Messrs Heinrich Neumann, and E. Kuhnert; for Southampton, Messrs J. Wilson, and W. Newman, and Mrs McKean; for Bremen, Mrs. Goutard and 2 children. From Manila: for Genoa, Mrs Francisco B. de Hartman and 2 daughters. From Shanghai: for Southampton, Mr and Mrs Moses and 4 children, Messrs Burnett, and James Hannah; for Bremen, Miss Stolz. From Yokohama: for Brindisi, Mr Cesare Pacchini and son; for Southampton, Capt. A. G. Spire, and Mr Chas. Gordon. From Hiogo: for Southampton, Mr A. Stewart. From Nagasaki: for Singapore, Mr Ohirashina; for Genoa, Mr and Mrs A. Dattan, 2 children and nurse; for Bremen, Mr J. A. A. Zwenkien.

Per *Haitan*, for Swatow, Mrs J. Dickie; for Foochow, Mr F. H. England.

SHIPPING REPORTS.

The British steamer *Menmuir* reports: Left Sydney May 7th, called at Brisbane 9th, Townsville 12th, Cooktown 13th, Thursday Island 15th, Port Darwin 18th, and Timor Dilly 21st May. Had moderate to light variable winds, with occasional squalls of rain from Sydney to Cooktown; fresh to moderate S.E. wind and fine weather Cooktown to Thursday Island; and from there to Port Darwin, light variable winds and fine weather. Arrived in Port Darwin at 4 p.m., 18th, and left again at 1 p.m., 19th, had light variable winds and fine weather on the run to Timor. Arrived at 5 a.m., 21st, left again 7 p.m., same day, and had moderate to light Easterly wind and overcast rainy weather as far as Banka, and from there to port, calms and light variable winds and fine weather. Arrived here at 6 a.m. on 30th May.

The British steamer *Chingtu* reports: Had variable weather with rain.

The Chinese steamer *Fushun* reports: Had strong Northerly winds, with heavy rain.

The British steamer *Mogul* reports: Had N.E. winds, with rain and fog.

The British steamer *Brindisi* reports: Light to moderate N.E. wind, and overcast rainy weather at times.

The British steamer *Arratoon Apcar* reports: Had light Southerly winds, smooth sea, and fine clear weather, from date of leaving Singapore to arrival.

The British steamer *Zafiro* reports: Had light S.W. wind and calms, with fine clear weather, and smooth sea throughout the passage.

The British steamer *Choysang* reports: Left Shanghai, experienced fresh S.E. to South-Westerly winds, with thick misty rain to Tong-ting; thence to Swatow, fresh Easterly to North-Easterly wind and clear fine weather. Arrived Swatow on Sunday, 29th at 6 a.m., and left at 4 p.m.; had moderate breeze from Southward, with fine weather to port. Arrived Hongkong at 7.30 a.m.

The British steamer *Batavia* reports: Had fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE.—

Per *Siam*, at 8.30 a.m., on Tuesday, the 31st inst., instead of as previously notified.

For STRAITS & BOMBAY.—

Per *Brindisi*, at 11.30 a.m., on Tuesday, the 31st inst.

For SINGAPORE, PENANG & CALCUTTA.—

Per *Wingsang*, at 11.30 a.m., on Tuesday, the 31st inst.

For AMOY & STRAITS.—

Per *China*, at 11.30 a.m., on Tuesday, the 31st inst.

For AMOY & MANILA.—

Per *Yiksang*, at 2.30 p.m., on Tuesday, the 31st inst.

For SHANGHAI.—

Per *Chiyuen*, at 3.30 p.m., on Tuesday, the 31st inst.

Per *Ningpo*, at 3.30 p.m., on Tuesday, the 31st inst.

Per *Menmuir*, at 3.30 p.m., on Tuesday, the 31st inst.

For KOBE & YOKOHAMA.—

Per *Bademond*, at 3.30 p.m., on Wednesday, the 1st June.

MEMOS. FOR TO-MORROW

Shipping.

Noon.—*Wingsang* leaves for Singapore, Penang and Calcutta.

Noon.—*Brindisi* leaves for Bombay, &c.

3 p.m.—*Yiksang* leaves for Manila, &c.

4 p.m.—*Ningpo* leaves for Shanghai.

Auctions.

2.30 p.m.—Auction of Japanese Wares, &c., at Mr J. M. Armstrong's.

A. S. WATSON & Co., LIMITED.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

	Per doz. Case.	Per Bot.
PORTS. *(For Invalids and general use.)*		
A Alto Douro, good quality, Green Capsule	$10	$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (*Old Bottled*)	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry; choice old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (*Old Bottled*)	14	1.25
	Per Case. 1 doz. Quarts.	Per Case. 2 doz. Pints.
CLARETS.		
A Superior Breakfast Claret, Red Capsule	$4	$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule	7	7.50
D La Rose, Red Capsule	11	12.00

MADEIRA, HOCK & CHAMPAGNES.

Full particulars of the various Brands in stock on application.

	Per doz. Case.	Per Bot.
BRANDY.		
A Hennessy's Old Pale, Red Capsule	$13	$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac, Red Capsule	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule	30	2.50
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark	8	0.75
C Watson's Aberlour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
IRISH WHISKY.		
A John Jameson's Old Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
GENUINE BOURBON WHISKY, fine old, Red Capsule, with Name	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White Capsule	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule	12	1.00
Good Leeward Island...$1.50 per Gal.		

LIQUEURS.

Benedictine, Maraschino Curacoa, Heering's Cherry Cordial Chartreuse, Dr. Siegert's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & Co., LIMITED. THE HONGKONG DISPENSARY.

Hongkong, February 4, 1892. 237

MARRIAGE.

On the 11th May, at the Church of the Saviour, Osaka, by the Right Reverend Bishop Bickersteth, D.D., assisted by the Rev. P. K. Fyson, M.A., ARCHDEACON WARREN, Secretary of the C.M.S. Japan Mission, Osaka, to SARAH LIZZIE FAWCETT, of the same Mission.

The publication of this issue commenced at 7.55 p.m.

The China Mail.

HONGKONG, MONDAY, MAY 30, 1892.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Coringa*, April 5; *Strathlyon, Mascotte*, 8; *Olive Branch*, 19; *Port Philip*, 22; *Niobe, Taksang, Glengyle*, May 3; *Camelot, Caledonien, Diomed*, 10; *Formosa*, 13; *Glenfruin, Teucer, Nurnberg, Bellona*, 17; *Shanghai, Benlarig, Feronia, Humber, Jordan*, 20.

HOMEWARD BOUND:—*Benvenue*, April 1; *Riversdale*, 22; *Bellerophon, Glenartney, Palinurus*, May 10; *Strathesk, Berenice, Achilles*, 13; *Kaisow*, 17; *Carmarthenshire, Frigga, Laertes, Tartar*, 20.

The M. M. Co.'s s. s. *Caledonien*, with the French Mail of April 29, left Saigon on Sunday, May 29, at 2 p.m., and may be expected here on or about Wednesday, June 1. This packet brings replies to letters despatched from Hongkong on March 23.

The O. & O. Co.'s s. s. *Belgic*, with the AMERICAN MAIL of May 10, left Yokohama on Monday, May 30, at 4 p.m., and may be expected here on or about Saturday, June 4.

The P. & O. steamer *Cathay*, with the ENGLISH MAIL of May 6, left Singapore on Sunday, the 29th May, at 3 p.m., and may be expected here on or about Friday, the 3rd June. This Packet brings replies to letters despatched from Hongkong on March 31.

The R. M. S. *Empress of China* left Yokohama on the 29th May for this port *via* Kobe and Shanghai.

The P. M. S. S. Co.'s s. s. *City of Peking*, with mails, &c., left San Francisco for this port *via* Yokohama on May 21.

The Glen Line steamship *Glengyle*, from London, left Singapore on May 25, and may be expected here on or about May 31.

The D. D. R. s. s. *Niobe*, from Hamburg, left Singapore on May 26, and may be expected here on or about June 1.

The N. G. I. s. s. *Bisagno* from Bombay, left Singapore for this port on May 28, and may be expected here on or about June 4.

The P. & O. s. s. *Formosa* left Bombay for this port on May 26.

The P. & O. Co.'s s. s. *Nizam* left Bombay for this port on May 26.

The E. & A. Co.'s s. s. *Menmuir*, from Australia, left Port Darwin *via* Timor on May 19.

The P. & O. Co.'s s. s. *Shanghai* left London for this port on May 7.

THERE were 1,119 visitors to the City Hall Museum during the week ending 29th May last, of whom 120 were Europeans and the rest Chinese.

THE R. M. S. *Empress of India*, Capt. O.P. Marshall, from Hongkong, 7th May, reached Vancouver at 6.30 a.m. on the 28th inst.

THE O. & O. Co.'s s. s. *Belgic*, with mails &c. from San Francisco to the 10th inst., has arrived at Yokohama, and leaves for this port to-day at 4 p.m.

AT the Magistracy to-day, Mr Wodehouse fined the cook to Mr Rufino Guttierez, 29 Elgin Street, $3 for refusing to obey orders on Saturday.

THE Agent of the M. M. Co. informs us that the steamer *Caledonien*, with the next French Mail, left Saigon on Sunday, the 29th instant, at 2 p.m., for this port.

MESSRS Carlowitz & Co. inform us that the N. G. I. steamship *Bisagno*, from Bombay, left Singapore for this port on the 28th May, and may be expected here on or about the 4th June.

THE R. M. S. *Empress of China*, Capt. R. Archibald, reached Yokohama from Vancouver on the 28th inst., and left again on the 29th May for this port *via* Kobe and Shanghai.

A FURTHER notice with regard to the missing shroff of the Hongkong and Shanghai Banking Corporation, containing a photograph of Lo Yuk, has been put into circulation by the police authorities.

IT is notified in Saturday's *Government Gazette* that His Excellency the Governor has directed that Monday next, the 6th proximo, being Whit Monday, be observed as a holiday in the Government Departments.

AN enquiry was concluded to-day at the Magistracy upon the body of a man who was killed by jumping from the window of a gambling house which was broken a week ago by Acting Sergeant Green. A verdict of accidental death was returned.

OUR readers will be gratified to learn that Major Barrow, commanding the Hongkong Regiment, has taken precautions to prevent the recurrence of rioting by the men of his regiment, and steps are also being taken to supervise the conduct of the men, that the public may have no grounds for complaint in future.

THE Superintendent of the P. & O. S. N. Company informs us that the Company's s. s. *Cathay* left Singapore for this port on the 29th instant, at 3 p.m., with the outward English mails, and may be expected here on the 3rd inst. at 5 p.m.—The Company's s. s. *Formosa* and *Nizam* left Bombay for this port on the 26th inst.

THERE are few Consular Officials in the British Service anywhere who deserve a K.C.M.G. more than Chaloner Alabaster. Not only does he deserve it for his ability and his long service, but for the thoroughly independent and hearty manner in which he has sought to promote British interests and secure Treaty rights. His many personal friends both in North and South China will be glad to see he is now Sir Chaloner; but the British communities and the foreign residents generally will agree that the Consul General of Canton well deserves his new-year honour.

THE following report on the Gap Rock Light is made by Capt. Henderson, of H.M.S. *Severn*, under date of 18th May:—'With reference to Gap Rock Light I have the honour to inform you that I left Tytam Bay at sunset on the 14th inst. in order to observe it. On sighting the Light when 19½ miles distant (height of eye 30 feet) I found as follows:—(*a*) It is a revolving light, and its period is 30 seconds. (*b*) The Light attains and loses its greatest brilliancy rather suddenly and at no time is totally eclipsed. (*c*) Within a distance of eight miles a decided increase of the brilliancy of the dull arc takes place every ten seconds (*viz.*, twice between each period); the increase, however, is too slight to be mistaken for the periodical greatest brilliancy.—The weather was clear and fine.'

THE following despatch, dated 18th April, from Lord Knutsford, Secretary of State for the Colonies, to H.E. the Governor, is published in the *Government Gazette*:—'I have the honour to acknowledge the receipt of your despatch No. 70 of the 29th of February last reporting that subject to Her Majesty's approval you have appointed Mr E. R. Belilios to be an unofficial member of the Legislative Council in the place of the late Mr Ryrie, and I have to convey to you Her Majesty's confirmation of this appointment. I have at the same time to express my regret at hearing of the death of Mr Ryrie, who was so long resident in Hongkong and for so many years a member of the Legislative Council.'

THE rice in stock at Osaka reached on the 14th of May the gigantic total of 375,000 koku, besides 23,363 of foreign rice. Such a huge amount has never been stored there since the Restoration, when the godowns of daimyos were abolished.

ACCORDING to an American paper, Mr Henry Irving 'likes to tell' how, one day last summer, in Dorsetshire, he passed a group of children, one of whom eyed him curiously. 'Well, little girl,' he said to her, 'do you know me?' 'Yes, sir,' was the reply; 'you are one of B——'s pills.' She had seen his portrait in an advertisement 'block.'

AN ordinance has been passed and signed by the mayor of Chicago giving permission to a company known as the Chicago Power, Supply, and Smoke Abating Company to lay pipes in the streets of that city for the transmission of compressed air as a motive power for machinery.

THE coals exported from Moji and Shimonoseki during last year were 291,145,600 kin, including 129,340,560 kin to Hongkong, 56,284,650 kin to Shanghai, 82,892,720 kin to Singapore, 7,963,200 kin to Manila, 4,299,120 kin to Saigon, 2,604,000 kin to Swatow, 59,744,160 kin for the use of foreign ships, and 4,067,680 kin exported from Shimonoseki. 1,546,290,637 kin were sent from the Chikuzen and Buzen coal mines to Moji, Wakamatsu, and other ports during the same year.

THE London *Times* of 20th April says:—'Yesterday being the anniversary of Lord Beaconsfield's death, a number of wreaths were placed on the tomb in Hughenden Church. One of the most beautiful was from the Hon. E. R. Belilios, of Hongkong. It was some 4ft. 6in. in height and composed of the choicest of flowers, including eucharis, hyacinths, azaleas, stephanotis, lilies, and roses. It was placed on the seat the late earl occupied at Hughenden Church.'

A NOVELTY in the way of entertainment for Shanghai, and one which ought to become popular, says the *Mercury*, is being tried by M. Daron, a French operatic artist, who is already known in Shanghai. He has opened, in the premises formerly known as the Camp Hotel on the river side, a *café chantant* with three lady *artistes* from Saigon, whose repertoire includes all the latest French *café* songs and chansonettes, and the entertainments afford an opportunity for enjoying open air music rarely had in Shanghai.

AT Calcutta on the 30th ult., at the Police Court, a summons was granted on behalf of the Proprietor and London Agents of the *Indian Engineer* against Mr Pat. Doyle, C.E., Proprietor and Editor of *Indian Engineering* for defamation in a series of articles headed 'Journalistic Immorality.' The printer was also included in the summons, and notice was given of a future application against him for having neglected to make the usual declaration before the Commissioner of Police before printing the first copy of the paper. The summons was made returnable in three weeks.

LIEUTENANT MacMUNN, R.A., whose plucky march into Sadon the other day was the subject of so many laudatory remarks in the Indian Press, is to get the D. S. O. He was recommended for the Victoria Cross, but his exploits, courageous as they were, were not thought quite sufficient to merit that coveted distinction. Lieutenant MacMunn is a son of Dr. MacMunn, of the Royal Chelsea Hospital, and grandson of the late Rev. George Mathias, chaplain of Chelsea Hospital, and Chaplain in Ordinary to the Queen, who was himself in the Army before going into the Church.

AN old lady named Mrs. Sabra Carter, who died recently at Washington, Connecticut, has left a fund of £20,000, to be used in the 'suppression of the pernicious habit of keeping dogs.' Her will provides that the income derived from the estate shall be used for the painting of houses in Washington of all who shall apply for it, provided they can prove that they have not kept a dog for two years and will agree not to keep one in future. The eccentric testatrix closes her will with the following sentence:—'No habit has a more deadly hold upon mankind than that of dog-keeping, which is itself a proof that it ought to be crushed out.'

INSTANCES of generosity on the part of Chinese officials are not so very common that we can let them pass as a matter of course. His Ex. Sheng Taotai, astute business man as he is and hard at driving a bargain with competitors, has done several generous acts in our time, but we know of none more graceful or well deserved than his voluntary gift of $2,000 the other day for the benefit of the unfortunate Mr Bojesen, Engineer to the Imperial Chinese Telegraphs, whose mental powers recently became so much affected that he has to be sent home after many years service in China.—*Shanghai Mercury.*

THERE was once in Iowa a forcible preacher, but deficient in education, and he occasionally committed some grave misdemeanours in grammar. One Sunday evening while speaking rapidly, he made a gross insult on Lindley Murray. No sooner had the sentence escaped his lips, than he stopped and said: 'I am aware that my education is deficient. I regret that I did not have the advantage of good schools while a boy. If I had been more fortunate, I would now be preaching to a more intelligent congregation.' The man told the truth, but, says the American paper which gives the account, 'it was the last time he preached in that church.'

THE London correspondent of the *Western Daily Mercury* says he has the best reason to believe that the War Office fears to hear more of the presence of paid spies in the very heart of the military system. It is rumoured that a body of men, in the employ of some Continental Power, has actually enlisted for service with Volunteers, and has contrived to go out with the companies engaged this Easter in the sham defence of the Thames. It has been known for a long time that strenuous efforts were being made to get plans and particulars of the new forts which have been erected from Sheerness to Tilbury, and the authorities have been alert to discover whence came the initiative.

The Chinese population of San Francisco in 1880 was 21,745; in 1890 it amounted to 25,870. The *Bulletin* thinks that a gain of 4,125 in ten years in one city does not make a good showing for the present Restriction laws.

The horse of Lieutenant Robertson, of the Royal Engineers (writes the London correspondent of the *Yorkshire Post*), ought to receive the equine equivalent for the Victoria Cross, if such there be. It calls to mind that wonderful story told by General Marbot of the vicious mare he rode, which destroyed two of his assailants in action with her teeth and heels, and then carried him through a hot fire to safety. But there is no evidence that the horse of Lieutenant Robertson was vicious. He knew that his master was in danger, and defended him. When a murderous attack was made on Lieutenant Robertson by a young Ghazi, and he fell from his horse bleeding profusely from his wounds, and the Ghazi came up to finish him, the faithful horse turned his heels and lashed out at every attempt of the Ghazi to approach the wounded man. This he is said to have done until help was at hand or the assailant fled. Lieutenant Robertson attributes the saving of his life to the behaviour of his horse.

The Austro-Hungarian corvette *Fasana*, Capt. Schweisgut, arrived at San Francisco, says the *Chronicle*, on April 23rd, direct from Valparaiso. She came up under sail and was sixty-three days on the trip. Steam was only used during calms. The *Fasana* will remain there about three weeks, when she will leave for Honolulu, going from there to Japan and China, and thence through the Suez canal to Pola, Austria, making eighteen months' cruise around the world. Although twenty years old, the corvette is in good condition. Two years ago Archduke Leopold made a voyage from Austria to China and Japan in the *Fasana*. The vessel is very comfortably fitted up in the officers' quarters. Her armament is not very heavy, there being only four six-inch breech loading Krupp guns and two forty-seven-millimeter Hotchkiss rapid-firing guns. The vessel also has two search lights of 8000 candle power. Her speed is twelve and a half knots.

ROW ON BOARD THE *KWONG-MO*.

At the Magistracy to-day, before Mr W. C. H. Hastings, James P. Conn, manager, was charged by Kow Hong Take, merchant, with assaulting Keung Chung on the 29th inst.

Defendant pleaded not guilty.

The complainant, Kow Hong Take, stated he was managing owner of the *Kwong-Mo* running between Macao and Hongkong. When the steamer came alongside the West Point Wharf he went on board. There were about 60 Chinese passengers and 7 or 8 Europeans. Defendant, who was among the passengers, struck the carpenter on the head with his clenched fist, knocking him down. The carpenter was moving a chair to allow some European ladies to pass. The chair did not touch the defendant, who was quite sober although very excited. The compradore went up and wanted an explanation, but was shoved against the rail by the defendant. Witness then stepped forward, and told the defendant he was going too far. Defendant used foul language and called witness a d——d liar. Witness held up his finger and said, 'You must not use such language; I will teach you.' Witness sent for the police, and a lady begged him to accept an apology, and he did so. Mr Fraser Smith and Mr Cowen spoke to witness, and the other passengers tried to pacify the defendant, who, however, came up to the witness and knocked him down with a blow with his clenched fist. Witness's left eye was blackened, his false teeth knocked out, and his lips and nose were bleeding.

Other witnesses gave evidence of the struggle on board the steamer.

Inspector Mann, No. 7 Police Station, said the defendant was using abusive language when brought to the Station. He said he would fix the Police for not taking a charge from him against the complainant. Defendant was bleeding from the mouth.

No witnesses were examined for the defence, but the defendant made the following statement:—I was sitting on a chair near the poop deck as the steamer was going alongside. Two coolies came up and removed a chair, and accidentally struck me. They then got in front of the ladder and as some of my friends were coming up I told them to remove it. They would not do so. I shoved them out of the way, and they went to the complainant. He came in a ferocious manner to me, and asked me why I shoved the coolie. I said I had not struck the coolie, merely shoved him. After that he called me a liar. I advised him to desist. He shook his hand in my face and ultimately struck me. (Handkerchief produced with bloodstains upon it). Then I struck him. He went back and spoke in Chinese to a number of coolies. About a dozen of them came up and came at me with chairs. Mr Fraser Smith appeared then and P.C. 151. I went up with the policeman and related the incident at No. 7 Police Station, and charged the complainant with assault.

His Worship said it was evident from the evidence and the defendant's own statement that he was the first to commence the row. A fine of $35, with the alternative of two months' imprisonment, was imposed.

THE IMURIS MINES.

'A Shareholder' writes a very long letter to the *N.-C. Daily News*, under date 24th May, giving a sketch of the Imuris Company, according to the statements of its Directors. The writer says that if the various statements made of the glowing prospects cannot be substantiated, some one ought to be made responsible. He states that 'from 18th February until 11th April, not a word of any kind was communicated to shareholders in China, many of whom purchased further shares in the interval; and on the day the general meeting was held in London the disappointing wire was received. This apparently significant silence is one of the worst features of the Directors' conduct, and is supposed to be the reason why Messrs Jardine, Matheson & Co. retired from the agency here.' He thus concludes his letter:—

'As to the financial state of the Company Mr Whittall so far as *our present liabilities are concerned*, arrangements can be made to allow a considerable portion of it, if necessary, to form part of the fresh capital now required; and I trust we may not require to call up the whole of the new capital.'

'Several questions were put by shareholders at the meeting which are not given in the report of the meeting sent to China.'

'These statements suggest a number of questions which the Directors will doubtless be called upon to answer, one very important one being their reason for the delay in sending the unfavourable telegram of 11th April; the various statements appear to place a very serious responsibility on the Board if they are proven to be generally misleading, and if it should turn out in the end that the mines are not the valuable property they are represented to be by the Directors, in the reports referred to above; especially when it is borne in mind that the great majority of shareholders in China invested money in the mines almost entirely on the strength of the reputation and standing of the Directors and agents of the Company.'

The following letter also appears in the *N.-C. Daily News*:—

Sir,—You would oblige by publishing the following telegraphic correspondence between Mr Ernest Major, acting for the Committee of the Shanghai Association of Shareholders in the Imuris Mines, Ld., and Mr J. Whittall, London, Chairman of said Company.

1.—Telegram to London, dated 23rd instant:—

'What is the result of trial smeltings? Will first call be devoted towards developing mines?'

2.—Telegram from London, dated 23rd inst. and addressed to Messrs Jardine, Matheson & Co.:—

'Communicate the following to Major. In reply to your telegram, our answer is: Appropriated first £20,000 working capital. Smelting no particulars to hand yet, we shall not contract until have ascertained.'—

I am, etc.,

PH. LIEDER.

24th May.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Mr Justice Fielding Clarke, Acting Chief Justice.)

Monday, May 30.

THE 'MEMNON' SHOOTING AFFAIR.

Thomas Gilmour Keane was indicted for wilfully firing at and wounding two Chinese firemen on board the steamer *Memnon* at Sandakan Harbour on April 5, with intent to do them grievous bodily harm; and alternatively with unlawfully wounding the men.

He pleaded not guilty.

The Attorney General conducted the prosecution, and Mr J. J. Francis, Q.C., defended the accused (instructed by Mr C. D. Wilkinson, solicitor.)

A jury was then empanelled, objection being taken to two Chinamen, while Mr Brown, one of the clerks in Messrs Butterfield & Swire's Office, and Mr James Francis were allowed to stand back. The jury was as follows:—Eduardo José da Silva Loureiro, Abraham Reuben Ezekiel, Luiz José Lopes, John Heinrich Northmann, Moise Bernheim, Carl Wilhelm Louquet, F. A. Richard Abesser.

Ho Yau—I was fireman on board the *Memnon* at Sandakan on 5th April. I and another man, about three o'clock on that day, went aft to see the chief officer to get balance of our wages. It was the custom on board the ship to detain half a month's wages. There were $2 due to each of the thirteen firemen in addition to the half month's wages. He went to the chief officer because the captain was on shore. When we applied for the money he said—'I have no money; go away.' Shortly after that two firemen were washing close to the forecastle. That was the place where we usually washed. We had received no order not to wash there. I heard a noise while I was in the forecastle, and went on deck. Lau Han and Lau a Hi were calling out that the defendant was beating them. The other firemen also came on deck. The chief officer went away and returned with a revolver. He pointed it at the two men. He did not fire and seized hold of Lau a Hi and dragged him aft, saying 'Come aft,' as we believed to the rest of us. He took him aft, and we followed. The three engineers were attending to their work close to the engine-room. When he got aft he let go this man, and told us to go back. He fired at me, and hit me on the shoulder to the left of the spine. The doctor cut the bullet out on the right side of the spine. When I was hit I went forward. The chief officer also ran forward and fired at Li-a-yau twice. There were five shots altogether. I was bleeding and went down to the engine-room. None of the men offered any violence to the chief officer. I do not know of anything being done to cause the firing of these shots except our asking for the portion of our wages. After the captain came on board the doctor came and extracted the bullet. There was a table where the engineers were at work. None of the men picked up anything off the table to threaten the chief officer. I was standing close to the mainmast when I was shot. The chief officer was between four or five feet off when he fired, near his cabin.

Cross-examined—I had been a fireman on this steamer for two years and two months. There were 13 men in all. Some had been on board three or four years but some joined only this year. The men signed on every six months. The last time they all signed on was on 23rd February, 1892. Our wages are always paid by the captain, who also pays us our provision money. Sometimes when the captain was on shore the chief engineer paid us. We went to the chief officer's cabin to see about the $2 about three o'clock. We had not gone to the chief engineer about our money that day. The $2 have not been paid to me or to any of the other men. The money was actually due to us under the old agreement previous to 23rd February. The chief officer was acting as captain of the ship when we signed on. He was acting as captain for two trips while Captain Dorff was sick. Since this affair the chief engineer did not give us the $2, but gave us some money under the new agreement. When we went for the $26 for the firemen we were not told the chief engineer had got the money to give us. Except the two men who were washing all the firemen were below. The sailors had just finished washing the decks when the firemen began to wash. Where the men were washing there were no scupper-holes. The scupper holes and ash-shoot are close to the engineers' rooms, and all the dirty water was running down to this hole from where the men were washing. Mr Keane, when he was acting as captain, did not give us orders not to wash in this particular place. In Captain Dorff's time we traded between Hongkong and Borneo, paying forty cents for each article. I did not trade myself so I do not know if Mr Keane gave orders to prevent this. He prevented us from gambling with the Chinese passengers. There was a quarrel between the quartermaster and one of the firemen on a previous voyage. The firemen got their orders from the chief engineer. It is also part of our duty to obey the orders of the other officers on the ship. We all came on deck when we heard the two men call out that the chief officer was beating them. We did not come up to help the other two men to beat the chief officer. Nothing was said by the firemen when they came on deck. The buckets were thrown overboard before we came on deck. The chief officer was there. He went aft and came back with a revolver. The second officer was not with him, so far as I saw. When he returned we were all standing near the place where the men had been washing. He pointed the revolver at the two men who had been washing, and seized hold of Lau Hi. So far as I saw he was making no noise. We were all ordered to follow aft while he was holding Lau Hi. He spoke in English. When we followed we were not excited and did not cry out 'Ta, ta.' The chief officer did not order us back till he let go the hand of the fireman. None of us caught hold of the chief officer. I had turned my back to the chief officer when he fired at me. The engineers did not interfere to send us forward.

Re-examined—I have never had a quarrel all the time I was on board the ship. I was discharged after this row. I gave no provocation whatever to cause the chief officer to shoot me.

Li Ayau, fireman, one of the men who were washing and who was also shot, gave corroborative evidence.

Robert M'Culloch, chief engineer, gave evidence of the assault which he characterised as a cowardly affair. There was nothing in the least threatening in the conduct of the men, so far as he saw, when the shots were fired by the chief officer. Prior to this affair he had been on good terms with the accused.

Griffith Morris, second engineer, stated that the first thing he heard of this affair was when the chief officer called to the second officer if he had a revolver. The chief officer then said 'Take one of mine and follow me.' He took a revolver. By the chief engineer's orders witness went forward and saw the defendant flourishing a revolver at the men who were washing. Witness told the firemen to be quiet and not to say a word. The chief officer came round, caught hold of one of the men and dragged him aft saying 'You're the man I want.' Near the chief officer's room he saw Lo Yau shot. There was nothing in the conduct or demeanour of the men to provoke the chief officer to use his revolver. There was no insubordination.

William Watson, third engineer, gave similar evidence.

After two Chinese witnesses had been examined, George Prowes Chapman, second officer, stepped into the box. He caused some amusement by bowing from the box to the prisoner in the dock.

Addressing his Lordship he said—Before I give my evidence, may I be allowed to address a few words to the jury?

His Lordship—Certainly not.

Witness—Because you will get the truth from me, and nothing but the truth. He proceeded to give evidence of the chief officer coming to him, giving him a loaded revolver and asking him to follow. He followed the chief officer forward, but was told not to use the revolver till he was ordered to do so. The men were making a mess along the deck, and as they would not desist the chief officer threw the buckets overboard. The chief officer threatened one man, but afterwards both officers went away. Some time later, the chief officer went forward to bring the ringleader and put him in irons.

Q.—Why was he going to put him in irons?—Well, if you want the plain truth, he called the chief officer a b——

Q.—In what language did he call the chief officer that? In Malay or Chinese?—In both.

Q.—Do you know Malay and Chinese?—Yes.

Q.—Will you please repeat the words?—In broken English, b—; there you are. (Laughter.)

Mr Francis asked his Lordship if this was proper examination-in-chief? It looked like badgering a hostile witness.

The Attorney-General said he did not want to call this man, and as he told a different story from his other witnesses he was bound to regard him as a hostile witness.

His Lordship thought the examination was proper.

Q.—Were the men washing when you went forward?—There was no washing when I went forward. That's where the barney was (laughter). The chief officer threw the buckets overboard and that stopped the washing, and quite right too. I have done the same myself. It was when the chief officers called out the man to put him in irons that the ringleader sang out to the others to follow.

Q.—Did he use the word 'irons'?—Not in my hearing, but I know that was his intention.

Q.—Did you see the shooting?—Certainly, I did. There were three shots fired. One man got two shots and the other one.

Q.—Who used the offensive word?—The same man; the ringleader. There was no dragging, the whole of the men followed the chief officer who was leading the ringleader.

Q.—Did you see any of them strike the chief officer?—Not that I saw.

Q.—Were the three engineers near by?—They were there the whole time in presence of the shooting and everything else. One order from them would have stopped the row. But they encouraged the men; there's no mistake about it.

Q.—Tell us exactly what they did—I am not speaking of sins of omission, but of sins of commission?—These firemen are under the engineers' orders. Although, under the articles they are under the lawful commands of and are bound to obey the ship's officers we never interfere with the engineer's department, and when the chief officer had the revolver in his hand the least the engineers could have done was to say 'Go forward,' and that would have stopped the row. By the firemen having their own officers to back them up they were encouraged to all intents and purposes.

Q—What was the man doing when he got the shot in his back?—He was running away.

Q.—Did you look upon the action of the men in going aft as a serious mutiny or as a matter of curiosity?—I will answer you straightforward. The men are on the articles and are bound to obey all lawful orders, and if they did not it amounts to a mutiny. I consider not obeying lawful orders amounts to a mutiny.

Q.—And if the men come up to see what is going to happen to one of their comrades would you think that was an act of mutiny?—I don't say anything at all about that.

In his cross-examination witness stated that he tried to keep the men back but being lame he dropped behind. The crowd was very noisy.

Benjamin Branch, Captain of the *Memnon*, was the only witness examined for the defence. He had been two voyages with the defendant who was strictly sober and temperate and bore the best of characters. He had an ordinary temper, and was not particularly hasty. Witness repeated a conversation he had with the defendant and the chief engineer on the wharf at Sandakan. McCulloch said 'I did not see any use for firing. I call it a cowardly action.' Keane asked why McCulloch did not assist him when he called him three times to do so. McCulloch denied that he was asked to assist, and Keane replied that it was because McCulloch had no grit. Afterwards M'Culloch said, referring to Keane, 'I will fix him up yet.'

His Lordship (to prisoner)—Do you wish to make a statement?

Prisoner—Only this, my lord, that I never stood in this position before. I was never in a Court before except as a spectator.

His Lordship—That is all you wish to say?

Prisoner—That is all, my lord.

Counsel then addressed the jury; Mr Francis, on behalf of his client, accusing the engineers of a conspiracy of silence on account of which the full facts had not been brought before the Court.

The Attorney General, in course of his remarks, asked why a fireman in the tropics who came on deck and washed in the wrong place should be put in irons as was suggested was the object of the chief officer? This was a ship, not a hell. He defended the engineers from the charge of conspiracy and cited the expression of the chief engineer that it was a cowardly action, in Sandakan and again in the witness box, to show the men had not attempted to hide anything. While recognising the difficulties ship's officers had to face, that was no reason why they should use powers vested in them in a cowardly, brutal and bullying manner.

His Lordship summed up at considerable length.

The jury retired for about three minutes, and their Foreman announced that the jury found the accused guilty on both counts of unlawful wounding.

His Lordship commented severely on the accused's conduct, and sentenced him to one year's imprisonment with hard labour.

CHINKIANG.

(*N.-C. Daily News* correspondent.)

May 20.

In my Wednesday's letter I referred to a proclamation against the stealing of children. This seems to be a much more serious matter than appeared at first sight. What the real facts of the case are, it is very hard to say. Reports of every kind abound. One of them is to the effect that last week a man was arrested on the road to Tanyang who had two children with him and whom he confessed he was taking to sell to the Catholic mission in Tanyang. The report goes on to say that this man is now suspended in an iron cage in the city. I have made special enquiry, and the only foundation I can find for the report is that some days ago a man was arrested and thrown into prison for attempting to buy girls for immoral purposes. The 'cage' story seems to be the pure work of some one's imagination.

That some children did get separated from their friends for a time at least, and that some were stolen during the *Hui*, is not at all improbable. And judging from the street talk, it is also not improbable that an effort has been made and is yet being made to create an impression that these children have been stolen for the foreigners to be placed in the missions, or to have their eyes, etc., extracted. But as the *Hui* is now over and the officials so thoroughly on the alert, no one has the least fear of any real trouble.

A large body of soldiers was despatched to Tanyang a few days ago to guard against any threatened outbreak at that place.

Eternal vigilance seems to be the only condition, humanly speaking, of the foreigner's safety in China.

CHINAN FU.

(*N.-C. Daily News* correspondent.)

May 9.

The Governor of the province arrived from Peking a week ago to-day, on May the 2nd. He was accompanied by his aged mother, and was waited upon by all the officials either at the different cities some 30 miles away or just outside the capital. He made no great commotion among the people, but it is manifest he is gaining the respect of the official class.

The former Taotai at this place for many years, and who last year was advanced to the position of Salt Commissioner, died last week at an age of over 70. His home was in Kuechow, but he will probably be buried in this place, where his family still intends to reside. The office thus vacated is temporarily filled by a Taotai, Chao Kueihua.

We hear that while the Chiningchow official was on a visit to this capital, some restless fellows put forth anonymous placards, threatening to kill off the foreigners last Wednesday. As several days have passed by, and no more news, we judge there was nothing dangerous; what was the real cause we do not know. The only foreigners there at present are the Roman Catholics who live in the city. The American Presbyterians are soon expecting the Rev. J. H. Laughlin and family, who are returning from the United States.

The deputy specially sent to Kuanhsien to settle up the difficulties of the Roman Catholics, which have lasted for some 18 or 20 years, lately returned with a good report. Hardly had he arrived, when word came that the roughs of the region where trouble had occurred, had attacked the soldiers of the official who came into their region, and driven them away. It appears that the section is near to the boundary of the Chihli province, and that one of the leaders is a native of that province. The native Christians, we believe, have also fled.

A proclamation has just been issued by the magistrate, in regard to the new hospital just built by the American Presbyterian Mission.

TRADE RETURNS FOR MARCH.

The Board of Trade returns for March are unfavourable. The imports increase 4 per cent, while the exports show a decrease of 3¼ per cent. or £1,997,996, showing that a contraction in foreign trade is going steadily on, although there is none in the clearances of dutiable articles. To the East, chiefly, the increased exports of piece-goods have gone, the protective tariff of France having shut out trade from that country.

With regard to the details of our trade with the Far East there is a large decrease to note in the export of cotton yarn to China, but on the other hand the shipments of this class of goods to Japan has more than doubled, while a material increase is observable in the case of the Straits Settlements. These results are reflected in the returns for the three months, the increase in the export to Japan amounting to nearly 4,000,000 lbs. Taking the total trade for the month in all kinds of piece goods China and the Straits Settlements exhibit decreases, while Japan, the Philippine Islands, and the Dutch East Indies all show substantial increases. Taking the returns for the three months there is a falling off of close upon 6,000,000 yards in the shipments to the Philippine Islands, and also a large decrease in the case of the Straits Settlements, but this is made up for by the increased export to Japan and the Dutch East Indies. The figures for China are much the same as last year. The export of linen manufactures to the Philippine Islands shows an increase for the month, but for the three months the shipments are about one-fifth less than they were in the corresponding period of last year. In woollen and worsted tissues there is a general shrinkage both for the month and three months. In metals there is no feature to note, while the export of railroad material remains insignificant. Turning to imports there is a falling off to note in the quantity of tea from China both for the month and three months. The silk imports, both from China and Japan are also smaller. The shipments of sugar from the Far East are larger all round. The import of hemp from the Philippine Islands is considerably smaller both for the month and three months. The shipments of tin from the Straits Settlements are about the same as last year.

A RIVAL OF THE CALIFORNIAN BIG TREES.

Dr Macgowan in the *Shanghai Mercury* says:—

A recent mercantile exploration of the interior of Southern Formosa by Chinese traders, described in the *Hupao*, discloses an interesting botanical fact indicating that the Beautiful Island produces a tree that in size and magnificence vies with the gigantic *sequoias* of California. More than ten adventurous pioneers of commerce organized a mercantile expedition to open trade with savages, whose country had never been visited by civilized man, their fastnesses were hidden in vast impenetrable forests which covered lofty precipitous mountains. They started from Lamalan, which is probably the Chookeday of the charts, and reached in seven days, by many stages, their objective point, Hualin stream. The toil of ascending acclivities and descending declivities was surpassed by that of fording torrential streams, which they could accomplish only by clasping each others' hands—not a path, merely of wild beasts and birds, no sign of Natives, no smoke from habitations—they timidly kept out of sight not daring to show themselves. The travellers lodged in stone caverns; the chattering of monkeys, and the sounds of insects were appalling and indescribable. It is a weird region, and reminded them of legends of the Kingdom of Hobgoblins. What they accomplished in the way of barter with the wild aborigines is not recorded, an omission that is pardonable in that they have made known the existence of trees of prodigious girth, forming a vast forest. These trees measured more than ten outstretched arms, and were probably of corresponding height. There is besides another remarkable tree flourishing in the same forest, which bears flowers, red or white, which are larger than a seive, and of extraordinary fragrance. Mr Taylor while searching for orchids heard of these majestic trees and huge flowers, which he inferred, from what natives said, were epiphyte orchids. I am moved to make known this sylvan discovery in the hope that, pending the exploration of this *terra incognita* by our botanists Dr Henry or Mr Ford, residents in Formosa will take measures to provide those naturalists with specimens of flowers, seeds, leaves and bark of the trees concerning which the Chinese have excited our curiosity.

NEWS BY THE AUSTRALIAN MAIL.

THE LABOR PROBLEM.

London, May 2.—Speaking on Saturday night Lord Randolph Churchill made lengthy reference to the attempts of labor organisations to secure direct representation in the House of Commons. He asserted that once the legislative power was in the hands of the landed classes it became vested in those representing the manufacturing interests, but now it was passing to the labor interests. The ideal of the labor organisations was that legislation should control the conditions of toil. He considered that the adoption of tariff reforms everywhere was extending the area in which commodities would be bartered and exchanged. The colonies were like States of the Empire, on a footing of friendliness with Great Britain. He welcomed the efforts of the workmen all over the universe to improve their positions, and expressed the belief that the Conservatives of England would assist the British laborers to overcome their prejudices. Property and the resources of capital were the forces of society, and in the meantime, till the realization of the ideal of the labor party, it was the duty of journalists to uphold the constitution.

CANADIAN CORRUPTION.

London, May 1.—Referring to the expulsion of Mr Thomas M'Greevy from the Canadian House of Commons for corruption in connection with the Public Works Department, the Toronto *Globe* asserts that he paid the Quebec Tory Ministers and their friends nearly £100,000 in excess of legitimate contracts. The paper says that, in the event of the Government shirking its duty in regard to a full inquiry, it will publish a full account of the corrupt practices and tell the whole story. The *Globe* goes on to express the hope that M'Greevy will be brought for trial before a court of justice.

THE UGANDA TROUBLE.

London, May 1.—The French press, commenting upon the recent religious fight between the Roman Catholics and Protestants at Uganda, accuse Captain F. L Lugard, leader of the British East Africa Co., who took a prominent part in the affray, with hostility to the Roman Catholics. The papers assert that a number of priests and nuns were taken prisoners and are held captives.

ALIENS IN LONDON.

London, May 1.—A return just published shows that during the year 1891 10,000 Russian Poles arrived in Great Britain.

COMMERCIAL.

London, April 29.—The total quantity of wheat afloat for the United Kingdom is 2,610,000 quarters, or 10,000 quarters less than a week ago. The prices for wheat are unchanged, but Australian wheat is exceedingly scarce. Extra superfine Australian flour, ex store, per 280lb., is 26s. to 26s 6d. Average quality Australian tallow, beef, 25s. 6d to 26s. per cwt.; mutton, 26s. to 26s. 6d. per cwt. Australian leather, best sides, 8½d. to 9d. per lb.; Victorian basils, common to fair, 12½d. per lb.; strained, best, 13½d.; pig iron, G.M.B. warrants, 41s. per ton; antimony, £45 per ton.

THE MAY DAY DEMONSTRATION AT HYDE PARK.

London, May 1.—An immense concourse of people attended the meeting at Hyde Park; but the whole proceedings were conducted in a most orderly manner. The different societies assembled at the Thames Embankment and marched to the scene of the demonstration. The procession carried banners, and were accompanied by the bands of the different organisations. The sight was an imposing one, and the streets which the procession took its route were lined with spectators. At Hyde Park 17 platforms were erected, and from these elevations the speakers addressed the crowds. A single resolution only was agreed to, and that was one claiming that the question of legalising eight hours as a day's labor should be treated internationally. Delegates from labor organisations on the Continent were present and made addresses. They generally condemned the anarchist outrages which have recently taken place throughout Europe, and disclaimed those who resorted to violence as friends of labor. The speakers generally asserted that the laboring classes distrusted the Tories and Liberals in the House of Commons, and preferred that the organisations should have direct representation in Parliament. Mr John Burns said that in the event of a general strike it would be necessary for the workers to do something for a livelihood, and they should seize the means of production. Mr Tom Mann spoke in favor of a Triennial Parliament, and asserted that the payment of members was essential to make Parliament representative, and give it power to deal with legislation for labor. A deputation was appointed to wait on the Government to-morrow for the purpose of pressing the resolution agreed to with reference to the eight hours question.

ENGLAND AND CANADA.

London, May 1.—Dealing with the attempt of the Canadian Government to establish trade reciprocity with Great Britain, the *Economist* expresses its hostility to any such course on the part of the Imperial authorities. The paper goes on to state that England, for the sake of a reduction of the duties on £7,000,000 of goods which might possibly be exported to Canada, would tax £78,000,000 worth of imports of a similar character, of which only £10,000 would come from Canada. In addition to this there would be the risk of reprisals on the part of other nations. Australian statistics prove that the colonial trade is almost wholly with Great Britain. The *Economist* considers that the comments of the *Times* in favor of the proposals made by Canada were too hastily expressed. The *Statist* makes a violent attack on the *Times* for having favored the action taken by the Canadian Government.

CANADA AND THE STATES.

London, May 1.—The first candidate for a seat in the Ontario Legislative Assembly who favored the annexation of the Dominion by the United States has been defeated by an overwhelming majority. The total votes cast for him were 136, as against 9000 votes polled by the loyalist candidates.

COLLISION IN THE ENGLISH CHANNEL.

London, April 30.—The steamer *Cuzco*, 3335 tons, of London, which was reported on April 16 as having put back after a collision in the English Channel, has now completed repairs, and after reshipping the sound portion of her cargo has sailed again for Sydney.

SIR HENRY PARKES.

London, April 30.—It has been announced that a London publishing firm will shortly issue the autobiography of Sir Henry Parkes.

ATHLETIC CONTEST.

London, May 2.—The pugilistic match between Williams and Hatcher took place this evening in the rooms of the National Sporting Club, London. Williams was a hot favourite at 9 to 4. The match was decided in one round, lasting 2 minutes 17 seconds, when Williams knocked Hatcher out, the latter being terribly punished.

FEMALE FRANCHISE.

London, April 28.—The supporters of the Female Suffrage Bill, which was defeated in the House of Commons by a majority of 23, express themselves delighted with the result of the division, as showing that the principle is rapidly growing in favor. Mr A. J. Balfour, Sir John E. Gorst, Mr L. H. Courtney, Sir Wilfrid Lawson and Mr Justin M'Carthy voted with the ayes on the division for the second reading of the bill, and the noes included Sir Edward Clarke, Q.C., Mr Henry Chaplin, Sir James Fergusson, Mr W. E. Gladstone, Sir W. Vernon-Harcourt, Professor Bryce, Mr Labouchere, Mr W. H. Fowler, Sir Michael Hicks-Beach, and Lord Randolph Churchill. The measure was supported by the *Standard*, the *Morning Post* and the *Daily Chronicle*, while the *Times* vigorously opposed the principle. The *Daily News* and the *Daily Telegraph* considered that the bill had been brought forward untimely.

THE MANNING MEMORIAL.

London, April 23.—It has been resolved that the memorial to the late Cardinal Manning, Archbishop of Westminster, shall take the form of a Catholic refuge for the homeless. The building will be erected in the East End of London.

BLACK LABOUR IN QUEENSLAND.

London, May 4.—Bishops Barry, Selwyn, and Adrington have addressed letters to the *Guardian* on the question of the resumption of Pacific labour by Queensland.

Bishop Barry says that although he is confident that Sir S. W. Griffith will try to remedy the abuses which attached to the old trade he has grave fears that his efforts will not be successful.

Bishop Selwyn temperately describes the Queensland traffic, and considers it would be an abuse of words to call such a system either slavery or inhuman. He admits that serious abuses exist, but these are capable of removal, making the traffic benefit both the islands and Queensland.

Bishop Adrington states that no kind of treatment on the part of Queensland in the future will compensate the wrongs which the islands have suffered in the past.

DYNAMITE OUTRAGES.

London, May 5.—A man arrested at Mons has confessed that he has assisted four others who intended dynamiting the residences of the leading citizens.

Arrests of dynamiters continue to be made.

The Liége (Belgium) police believe they possess a clue to a widespread plot of terrorising the citizens. A large quantity of dynamite has been seized, and more outrages are feared.

A crowded house in Los Angeles (America) has been destroyed by bombs. The occupants were badly shaken.

MISCELLANEOUS.

London, May 4.—The leader of the Socialists at Pampeluna (Spain) has been murdered by Anarchists in the streets of the city.

The Carrington Gold Mining Company, of Charters Towers, with a capital of £75 000, will be issued shortly.

At a meeting of shareholders of the Gympie Golden Crown Mining Company held yesterday it was decided to wind up the company.

Ten Jewesses have been convicted at Vilna, in Russia, of murdering no less than sixty-five new-born babies for the sake of profit. The murderesses have been sentenced to terms of imprisonment varying from six to twenty years.

It is reported that a bomb was exploded on a mail train at Pesth, in Hungary, and three persons were injured.

Twelve persons have been arrested on suspicion of being concerned in the recent dynamite explosions at Liége, in Belgium.

The motion introduced in the House of Commons by Mr Dalziel for the establishment of a Department of Labour has been ruled to be irregular.

The Otago and Southland Investment Company has declared a dividend of 5 per cent. A sum of £1500 is carried forward, £35,000 written off from the reserve fund, and £4300 is to be applied to a suspense account to meet bad debts. The directors complain of the uncertainty of future taxation in New Zealand.

A majority of the Republican National Convention is in favour of the renomination of Mr Benjamin Harrison for the Presidency of the United States.

The London County Council is discussing a motion by Mr John Burns to the effect that all contractors for works let by the council should be compelled to pay the trades union rate of wages and observe the hours of labour fixed by the unions.

Jack Slavin and Con Riordon, both Australian middle-weight pugilists, have been matched to box for a purse of £200 at the Ormonde Club on 6th June.

The mutilated body of a woman has been found in Chicago, making the second case within a short period. Both bodies have been mutilated in a similar manner to the victims of 'Jack the Ripper.'

A cablegram has been received which states that Mr Dibbs, the Premier of New South Wales, who is visiting England, will represent Victoria, South Australia, and probably other colonies, in matters of great Australian interest. The information has occasioned surprise in the city and perplexed the Agents-General.

In the House of Commons last night Mr R. Cunninghame-Graham, M.P. for Lanark, accused Mr Herbert H. Asquith, Q.C., and member for Fife, with making what he described as a 'swindling speech' in support of public companies. Mr Graham was named by the Speaker and suspended, upon which he declared that he had been named because he was a supporter of Socialism, and he left the House, saying that 'He did not care a d—— for the House of Commons, which was a swindle on the Socialist question.'

London, May 5.—Mr Gladstone's refusal to receive a deputation from the London Trades and Labour Council on the question of a universal eight-hour day has greatly incensed the democratic party.

London, April 28.—Miss Lucy Booth, daughter of 'General' Booth, whose betrothal to the chief officer of the Salvation forces in India was announced a few days ago, is in a critical state of health, owing to the engagement being broken off.

London, May 12.—The River Mississippi has broken its banks, resulting in terrible destruction of property and loss of life. Thirteen parishes were inundated by the overflow.

President Carnot has stopped the payment of salaries to the Archbishops of Avignon and Nimes, in consequence of their persistence in preaching political sermons reflecting upon the existing Government.

The Sultan of Turkey is seriously ill.

The Agent General for Queensland has apologised to the Board of Directors of the Bank of England for the statements recently uttered by the Queensland Treasurer to the effect that the failure of the late Queensland loan was largely due to the action taken by the said Bank. The little misunderstanding is now settled.

A deputation of North Queensland delegates, advocating separation of the northern portion of the colony, has waited upon Lord Knutsford. His lordship, in reply, stated that he did not consider the question was yet ripe enough to call for interference on the part of the Imperial Government. He thought a reasonable solution of the difficulty might be found in the suggested establishment of three provincial Parliaments and one central Parliament.

A box containing a million francs has been stolen from a railway carriage in France.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Aeon, Norw. barque, Capt. A. Christensen.—Eduard Schellhass & Co.

Melpomene, Austrian steamer, Capt. A. Mitis. David Sassoon, Sons & Co.

Omega, British barque, Captain A. V. Brown.—Master.

VICTORIA HOTEL.

VISITORS' LIST.

Mr Emile Adet	Capt. J. S. Nelson
Mr G. Adet	Capt. Geo. B. Pallett
Mr H. Charpantice	Mr W. Smith
Mr D. D. Cursetjee	Mr Solomon
Mrs Farmer	Mr Solomon, Jr.
Mr Alexander Ewing	Mr John Stewart
Capt. T. Sillebraedt	Mr Geo. Stewart
Mr E. V. Hirsch	Mr William Stewart
Miss E. James	Mr and Mrs Valdes
Mr Morton Jones	Mr Thos. Wood
Mr E. B. Jorey	Capt. James Young
Mr V. Koiod	

MOUNT AUSTIN HOTEL.

LIST OF VISITORS.

Mrs George Armstrong	Mr and Mrs Guinness
	Mr Henry M. Jones
Miss Armstrong	Mr Charles C. Malsch
Mr & Mrs E. V. Brennan and children	Mr Herbert Ogilvie
	Mr J. H. Perry
Consul Budler	Mr A. Ross
Mr E. Byrne	Mr Taylor
Mrs Alexander Cook	Mr and Mrs J. A. Thomson
Hon. W. M. Goodman	
Mrs W. S. Inglis and children	Mr J. Walter

Quotations.

HONGKONG, May 30, 1892.

OPIUM—	New Patna, cash,	555
,,	Old ,, cash,	560
,,	New Benares, cash,	525
,,	Old ,, cash,	—
,,	New Malwa credit,	510
	Allowance, Catties,	1/3
	Old Malwa, credit,	540/70
	Allowance, Catties,	1/2
,,	Persian, Oily, cash,	350
	Allowance, Catties,	4
,,	Persian, Paper tied	380
,,	Allowance, Catties,	3

Exchange.

HONGKONG, May 30.

On London—	
Bank, Wire,	2/9¾
,, On demand,	2/9⅞
,, 30 days' sight,	2/10
,, 4 months' sight,	2/10¼
Credits, 4 ,, ,,	2/10⅜
Documentary, 4 months' sight,	2/10⅝
On Paris—	
On demand,	3.56
Credits, 4 months' sight,	3.64
On Berlin—Demand,	2.87
On New York—	
On demand,	69
Credits, 60 days' sight,	70½
On Bombay—	
Wire,	220½
On demand,	221
On Calcutta—	
Wire,	220½
On demand,	221
On Shanghai—	
On demand,	72½
30 days' sight, private paper,	73
Gold Leaf, 100 fine (per tael)	$35.40
Sovereigns (Bank's buying rate)	$ 6.92

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

BAROMETER—	9 A.M.	29.85
Do.	1 P.M.	29.82
Do.	4 P.M.	29.78
THERMOMETER—	9 A.M.	82
Do.	1 P.M.	86
Do.	4 P.M.	86
Do.	(Wet bulb) 9 A.M.	79
Do.	Do. 1 P.M.	81
Do.	Do. 4 P.M.	81
Do. Maximum		86
Do. Minimum over night		82

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.76	29.84	29.76
Temperature	84	81	85
Humidity	76	74	76
Direction of Wind	SW	SSW	SSW
Force	3	1	1
Weather	c	c	c
Rain	—	—	—

Highest open air temperature on the 29th..... 86
Lowest open air temperature on the 29th..... 76

Hongkong, May 30, 1892.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI,
PLYMOUTH AND LONDON:
ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *THAMES*, Capt. W. A. SEATON, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY and SUEZ CANAL, on THURSDAY, 9th June, at Noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay *without transhipment*, arriving one week later than by the ordinary direct route *viâ* Colombo. Tea will be sent either *viâ* Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 28, 1892. 955

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic……TUESDAY, June 14.
Oceanic……THURSDAY, July 7.
Gaelic……SATURDAY, July 30.

THE Steamship *BELGIC* will be despatched for San Francisco *viâ* Yokohama, on TUESDAY, 14th June, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. ……$225.00
To Liverpool and London ……$325.00
To Paris and Bremen ……$345.00
To Havre and Hamburg……$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y. Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months……$337.50
12 „ ……$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

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J. S. VAN BUREN,
Agent.

Hongkong, May 21, 1892. 917

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Hongkong, February 25, 1891.

SHARE LIST.—QUOTATIONS.—May 30, 1892.

Stocks.	Nos. of Shares.	Value.	Paid up	Closing Quotations.
BANKS.				
Hongkong and Shanghai Bank Corp. New Issue	80,000	$125	all	103 % prem., buyers
Bank of China, Japan and Straits, Ld.	99,875 / *1,250	£10 / £1	£1.1 / £1	$6½ buyers / £2½, sales
National Bank of China, Limited	…	£10	£5.10	32 % dis.
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$250	$5[illegible]	$97, sales
China Traders' Insurance Co., Ld.	24,000	$83.33	$2[illegible]	$60
North-China Insurance Co., Ld.	5,000	£20	£5	Tls. 237½
Straits Insurance Co., Ld.	30,000	$100	$2	$16
Union Insurance Society Co., Ld.	10,000	$250	$25	$88, buyers
Yangtsze Insurance Association, Ld.	8,000	$100	all	$102 buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$100	$20	$82, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$275, sales
Straits Fire Insurance Co., Ld.	20,000	$10	$[illegible]	$15
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$10	$[illegible]	$8, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$125	all	78 % pr.
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$50	all	$27, buyers
Douglas Steamship Co., Limited	20,000	$50	all	$36, buyers
H., C. and M. Steamboat Co., Ld.	80,000	$20	all	$32
Indo-China S. N. Company, Limited	60,000	£10	all	30 % [illegible]
Steam Launch Company, Limited	2,000	$5	$3	$30 sellers
China Mutual S. N. Co.	20,000	£10	£10 / £5	£10 / £5, sellers
Do. (new issue)	20,000	£10	£1	£1
REFINERIES.				
China Sugar Company, Limited	15,000	$100	all	$140
Luzon Sugar Company, Limited	7,000	$100	all	$30
WHARVES.				
H. C. & Kow. Wharf & Godown Co.	20,000	$50	all	$51, buyers
Wanchai Warehouse and Storage Company, Limited	2,600	$100	$37½	$30, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$100	$[illegible]	$58
Kowloon Land and Building Company	6,000	$50	$3	$9, sellers
Humphreys' Estate & Finance Co.	1,000	$10	all	$18½, sales
West Point Building Co., Limited	12,500	$50	$[illegible]	$23 sellers
TRAMWAYS.				
H. K. High-Level Tramways Co., Ld.	1,200	$100	all	$45, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$5	all	$6½, ex div.
Punjom & Sungei Dua Samantan Mining Co.	60,000	$10	all	$1, $1½, $1, sales
Selama Tin Mining Company, Limited	115000 / 25,000	$5 / $5	$ / $	10 cents sellers / $1, sellers
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs.	$180
The Balmoral Gold M'ing Co., Ld.	15,000	$10	all	25 cents
Imuris Mines, Limited	175000	£1	£1	80 cents, sales
Raub Syndicate	1,000,000	£1	17/11	55 cts., buyers
Société Française des Houilleres de Tourane	8,000	Fcs. 500	F. 500 / 375	75 % dis, sellers
PLANTING, ETC.				
China-Borneo Company, Ld. in Liq.	7,500	$10	$5	$7, sellers
H. G. Brown & Co., Limited	6,000	$50	all	$28
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$50	$50	$7
Hongkong Hotel Company, Lt. 3,000 [illegible]	6,000	$5	all	$40 and $30, nominal
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$[illegible]	all	$16, ex div., buyers
Cruickshank & Co., Limited	1,600	$[illegible]	all	$8, buyers
LIGHTING.				
H.K. and China Gas Co., Limited / New Shares	5,100 / 1,900	£10 / £10	all / £7.1	$120
Hongkong Electric Co., Limited	30,000	$10	$[illegible]	$3½
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$5	all	$8, sellers
Hongkong Brick & Cement Co., Ld.	4,000	$2	$17.5	$8, sellers
MISCELLANEOUS.				
Hongkong Trading Company, Limited	20,000 / 3,226	$20	$5	$5, nom.
Campbell, Moore & Co., Limited	1,200	$1	all	$4, sellers
Geo. Fenwick & Co., Limited	6,000	$2	$2	$14½
Hongkong Bakery Company, Ld.	600	$5	all	$65
Hongkong Dairy Farm Co.	3,000	$1	all	$5½
Hongkong Ice Company, Limited	5,000	$2[illegible]	all	$70
H'kong Rope Manufactory Co., Ld.	3,000	$50	all	$95

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1884 c	$1,594,700.11	$500	8 % p. annum	$508½, buyers
„ „ 1885 x	Tls. 767,200	Tls. 250	7 „ „	Tls. 275, buyers
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$400,000.00	$500	6 „ prem	$5 0

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
STEAMERS.								
Alwine	4 h	Petersen	Ger. str.	400	May 29	Wieler & Co.	Hoihow	To-morrow
Ask	5 c	Revsbech	Danish str.	682	May 29	A. R. Marty	Haiphong	
Arratoon Apcar	5 c	Hansen	Brit. str.	1392	May 30	D. Sassoon, Sons & Co.	Calcutta, &c.	
Avochie	5 c	Rowin	Brit. str.	1005	May 29	Jardine, Matheson & Co.	Hongay	
Benalder	3 c	McIntosh	Brit. str.	2316	May 30	Gibb, Livingston & Co.		
Benlamond	3 c	Thomson	Brit. str.	1754	May 25	Gibb, Livingston & Co.	Yokohama	1st prox.
Brindisi	5 c	Street	Brit. str.	2129	May 30	P. & O. S. N. Co.	Bombay, &c.	To-morrow
China	5 c	Seabury	Brit. str.	3725	May 22	P. M. S. S. Co.	San Francisco	2nd prox.
China	5 c	Voss	Ger. str.	1240	May 29	Melchers & Co.	Amoy	To-morrow
Chingtu	5 c	Hunt	Brit. str.	2090	May 29	Butterfield & Swire		
Chi Yuen	3 h	Null	Chi. str.	1121	May 30	C. M. S. N. Co.	Shanghai	To-morrow
Choysang	5 c	Bradley	Brit. str.	1194	May 30	Jardine, Matheson & Co.		
Cosmopolit	5 k	Schaefer	Ger. str.	551	May 30	Wieler & Co.	Touron and Quinhon	
Don Juan	4 c	Beltran	Span. str.	654	May 27	Brandao & Co.		
Freje	3 h	Strand	Dan. str.	397	May 30	Arnhold, Karberg & Co.	Hoihow, &c.	To-morrow
Fushun	3 h	Lancaster	Chi. str.	1504	May 29	C. M. S. N. Co.	Shanghai	
General Werder	10	Blanke	Ger. str.	1820	May 28	Melchers & Co.	Nagasaki, &c.	
Hailoong	5 h	Hall	Brit. str.	783	May 28	Douglas Steamship Co.	Coast Ports	
Haitan	5 h	Goddard	Brit. str.	1183	May 27	Douglas Steamship Co.	Coast Ports	To-day
Holstein	3 c	Bruhn	Ger. str.	985	May 26	Wieler & Co.		
Kong Beng	8 c	Jackson	Brit. str.	862	May 26	Yuen Fat Hong		
Lancelot	3 c	Case	Brit. str.	1564	May 25	Arnhold, Karberg & Co.		
Loo Sok	1 c	Benson	Brit. str.	1020	May 13	Yuen Fat Hong		
Melpomene	5 c	Mitis	A-Hun. str.	1848	May 28	David Sassoon, Sons & Co.		
Memnon	5 k	Branch	Brit. str.	825	May 28	Butterfield & Swire	Sandakan	
Meumuir	5 c	Craig	Brit. str.	1287	May 30	Gibb, Livingston & Co.	Shanghai	To-morrow
Mogul	8 h	Johnson	Brit. str.	1827	May 29	Dodwell, Carlill & Co.		
Ningpo	3 c	Köhler	Ger. str.	762	May 30	Siemssen & Co.	Shanghai	To-morrow
Ooripa	5 c	Daly	Brit. str.	419	May 23	Butterfield & Swire		
Paoting	3 c	Gyles	Brit. str.	1088	May 30	Butterfield & Swire	Shanghai	
Picciola	3 c	Hass	Ger. str.	874	May 28	Melchers & Co.	Newchwang	
Pilot Fish		[illegible]	Brit. tug.	161	……	H. K. & W. Dock Co.		
Rio	3 c	Ulderup	Ger. str.	1287	May 30	Wieler & Co.		
San Antonio	5 c	Tribar	Span. str.	337	May 23	Ban Moh & Co.	Manila	To-day
Siam	3 h	Tulloch	Brit. str.	991	May 20	Chinese	Singapore	To-morrow
Strathallan	1 c	Mckenzie	Brit. str.	1489	May 25	Jardine, Matheson & Co.		
Torrington		Young	Brit. str.	1565	Feb. 2	Jardine, Matheson & Co.	……	K'loon Dock
Venetia	5 c	Creery	Brit. str.	1609	May 23	P. & O. S. N. Co.		
Win-sang	5 c	St. Croix	Brit. str.	1517	May 21	Jardine, Matheson & Co.	Singapore	To-morrow
Yiksang	5 h	Galsworthy	Brit. str.	886	May 28	Jardine, Matheson & Co.	Amoy	To-morrow
Zafiro	5 c	Cobban	Brit. str.	675	May 30	Shewan & Co.	Amoy	1st prox.
Zambesi	4 c	Edwards	Brit. str.	1560	May 8	Gibb, Livingston & Co.		
SAILING VESSELS.								
Adolph	5 c	Westerguard	Ger. bqe.	867	April 28	Arnhold, Karberg & Co.		
Aron	5 k	Christensen	Norw. bqe.	634	May 24	Eduard Schellhass & Co.		
Charmer	1 c	Holmes	Amer. sh.	1796	May 14	Jardine, Matheson & Co.		
Mary Blair	3 c	Askin	Brit. bqe.	328	May 17	Order		
McLaurin	3 c	Oake	Amer. sh.	1312	May 26	Jardine, Matheson & Co.		
Omega	4 c	Brown	Brit. bqe.	480	May 8	Master		
Penshaw	…	Inokay	Brit. bqe.	729	May 7	Gibb, Livingston & Co.	……	K'loon Dock
Tarapaca	4 c	Kenett	Brit. bqe.	450	May 27	Order		
Wandering Jew	8 c	Nichols	Amer. sh.	1650	May 12	Order		
Wm. H. Smith	9 c	Brown	Amer. sh.	1908	Mar. 16	Jardine, Matheson & Co.		
Wm. J. Rotch	5 c	Bray	Amer. sh.	1665	April 29	Order		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	1	3180	Com. Chas. H. Adair	Shanghai
Archer	cruiser 3rd class	3500	6	—	Comd. J. Ferris	Shanghai
Caroline	cruiser 3rd class	1400	14	1440	Captain Clutterbuck	Shanghai
Egeria	surveying ship	740	—	—	Commander A. M. Field	Sandakan
Esk	g-bt. 3rd class coast defence	363		440	—	Shanghai (in dock)
Firebrand	gunboat 2nd class	455		460	Lieut.-Com. L. G. Tufnell	Hongkong
Hyacinth	cruiser 3rd class	1420	8	1190	Captain Robt. W. Craigie	Singapore
Impérieuse*	twin-screw battle ship	8400	10	10000	—	Shanghai
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Hongkong
Linnet	gun-vessel 2nd class	756	[illegible]	105	Commander V. A. Tisdall	Hongkong
Mercury	cruiser 2nd class	3730	13	7290	Capt. Chas. J. Balfour	Hongkong
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Shanghai
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Ingram	Hongkong
Penguin	cruiser	1130	—	—	Captain W. V. Moore	Shanghai
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Hewett	Shanghai
Plover	gunboat 1st class	755	6	1200	Lieut.-Com. Lewis Knox Bell	Singapore
Porpoise	cruiser 3rd class	1770	5	3500	Commander Barr	target practice
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. J. G. Hough	Hongkong
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. F. Wm. Freeman	Shanghai
Severn	cruiser 2nd class	4050	12	6000	Captain T. H. Henderson	Shanghai
Swift	gun-vessel 2nd class	750	6	1010	Commander Robt. D. B. Bruce	Chinkiang
Tweed	g-bt. 3rd class coast defence	363	3	340	—	In reserve
Tyne	troopship	1543	—	—	Commander N. A. Pollard	Singapore
Victor Emanuel	receiving ship	5157	14	—	Commander H. B. Palliser, R.N.	Hongkong
Wivern	coast-defence ship, armour [illegible]	2750	4	1450	—	Hongkong

Torpedo Boats in Reserve Nos. 8, 24, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Freemantle, K.C.B., C.M.G.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	890	—	—	Captain Paronego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Hitchcock	Nagasaki
Alliance	U. S. gunboat	615	—	—	Commander Felix. McCurley	Nagasaki
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreiro	Hongkong
Charleston	U. S. cruiser	3730	8	—	Captain Romey	Kobe
Curtatone	Italian cruiser	363	—	—	Captain S. Palermo	Shanghai
Diu	Portuguese gunboat	706	—	—	Captain H. M. Gomes	Macao
Hiyei	Japanese cruiser	2248	—	—	Capt. M. Mori	Nagasaki
Iltis	German gunboat	489	—	—	Captain Müller	Shanghai
Inconstant	French gunboat	800	—	—	Capt. de Jonquine	Wuhu
Itsukushima	Japanese cruiser	4217	—	—	Captain Issobe	Kobe
Lancaster	U. S. cruiser	2120	—	—	Capt. Lely	Amoy
Lion	French gunboat	490	—	—	Lieutenant Papaix	Amoy
Lutin	French gunboat	485	[illegible]	420	Captain Nény	Touron
Marion	U. S. corvette	1930	7	1170	Commander Dye	Amoy
Mandjour	Russian cruiser	1700	—	—	Captain V. Brandt	Kobe
Monocacy	U. S. sloop	1370	[illegible]	1470	Lieut.-Com. Barber	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Palos	U. S. gunboat	430	[illegible]	50	Lieut.-Com. Craig	Shanghai
Petrel	U. S. gunboat	884	—	—	Lt.-Com. M. R. S. Mackenzie	Shanghai
Pluvier	French gunboat	645	—	440	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Pedro Cazorla	Amoy
San Quintin	Spanish gunboat	1803	—	—	Capt. De Manuel Elizā	Manila
Sivoutch	Russian cruiser	906	1	1000	Commander Plaksin	Shanghai
Swatara	U. S. corvette	—	—	—	Commander John McGowan	Kobe
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Saigon
Velasco	Spanish cruiser	—	4	—	Captain Jose Ferrandiz	Shanghai
Villars	French cruiser	—	—	—	Captain Thounas	Shanghai
Vipere	French gunboat	480	4	420	Commander Constolla	Shanghai
Volturno	Italian gunboat	346	—	—	Captain Chev. Ricotti	Shanghai
Wolf	German gunboat	384	6	340	Captain Rellhoff	On a cruise
Yamato	Japanese corvette	1476	7	—	Captain Mora-oka	Shanghai

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SAIGON WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Amigo	Ger. str.	
Ardgay	Brit. str.	
Choysang	Brit. str.	
Dorothy	Brit. bqe.	
Fooksang	Brit. str.	
Fu Ping	Chi. str.	
Kweilin	Brit. str.	
Kweiyang	Brit. str.	
Nanchang	Brit. str.	
Taisang	Brit. str.	
Woosung	Brit. str.	
Wosang	Brit. str.	

AMOY.

In port on May 26, 1892.

MERCHANT STEAMERS.

Brindisi British
Deuteros German
Oscarshal Norwegian
Toonan Chinese

MERCHANT SAILING VESSEL.

Cape City Br. 3m. sch.

FOOCHOW.

In port on May 25, 1892.

MERCHANT STEAMERS.

Feecheu Chinese
Pechili British

SHANGHAI.

In port on May 20, 1892.

MERCHANT STEAMERS.

Bayern German
Bombay British
Chingping Chinese
Fushun Chinese
Haechang Chinese
Hsinsheng Chinese
Ingo German
Kiangfoo Chinese
Kiangping Chinese
Kiangyung Chinese
Kin Ling Chinese
Kung Wo British
Leeyuen Chinese
Pechili British
Poochi Chinese
Port Adelaide British
Saikio Maru Japanese
Smith Chinese
Store Nordiske Danish
Surat British
Tehsing British
Thames British
Wosang British
Yangtse French
Yuenwo British

MERCHANT SAILING VESSELS.

Escort Amer. bqe.
Hesper Amer. bqe.
Hilda Brit. sch.
John Baizley Amer. bqe.
Loruka Brit. bqe.
Sebastian Bach Brit. bqe.

NAGASAKI.

In Port on May 21, 1892.

Kozaki Maru Japan. bg.

YOKOHAMA.

In port on May 20, 1892.

Arctic Brit. sch.
Diana Amer. sch.
Geo. Skolfield Amer. sh.
John Currier Amer. sh.
Narwhal Brit. yacht.
Norma Brit. sch.
North American Am. sh.
Saipan Amer. sch.

HIOGO.

In port on May 19, 1892.

Belle O'Brien Amer. sh.

MANILA.

In Port on May 18, 1892.

MERCHANT STEAMERS AND SAILING VESSELS.

Africa Ger. str. Liverpool
Amicitia Norw. str. Cebu
Asia Brit. sh. Barbadoes
Crown Norw. bqe. St. Helena
Drot Norw. str. Liverpool
Esmeralda Brit. str. Hongkong
España Span. str. Provinces
Jennie Harkness Amer. sh. New York
Salvadora Span. str. Singapore
Salvatore Dall'Orso Ital. sh. St. Helena
San Antonio Span. str. Hongkong
Santo Domingo Span. str. L'pool v. Spain
Volga Fch. str. Saigon

ILOILO.

MERCHANT SAILING VESSELS.

Elsa Ger. str. discharging
Orpheus Brit. sh. St. Helena
St. Julian Brit. bqe. uncertain
Wakefield Brit. str. Montreal

BANGKOK.

In port on May 19, 1892.

MERCHANT SAILING VESSELS.

Alba Ital. bqe.
Aurora Brit. bqe.
Bua Pan Brit. bqe.
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